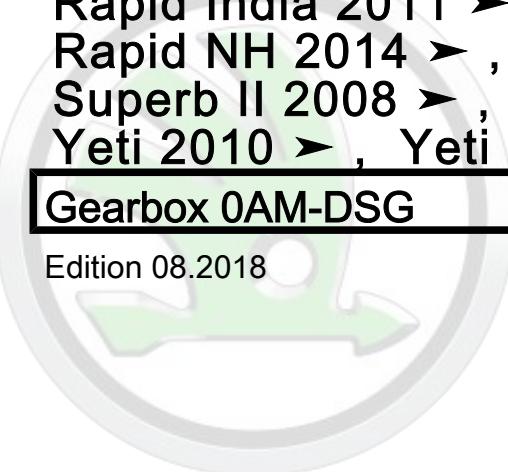


Workshop Manual

Fabia II 2007 ➤ , Fabia II 2009 ➤ ,
Fabia II 2011 ➤ , Octavia II 2004 ➤ ,
Octavia II 2010 ➤ , Rapid 2011 ➤ ,
Rapid India 2011 ➤ , Rapid NH 2013 ➤ ,
Rapid NH 2014 ➤ , Roomster 2006 ➤ ,
Superb II 2008 ➤ , Superb II 2011 ➤ ,
Yeti 2010 ➤ , Yeti 2011 ➤

Gearbox 0AM-DSG

Edition 08.2018



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List of Workshop Manual Repair Groups

Repair Group

- 00 - Technical data
- 30 - Clutch
- 34 - Controls, housing
- 35 - Gears, shafts
- 39 - Final drive - differential



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Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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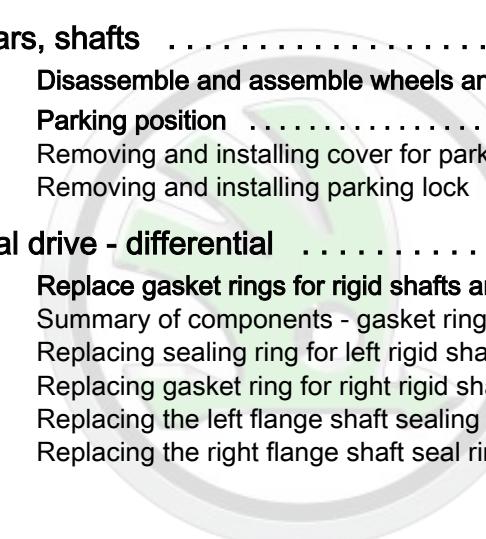
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00 – Technical data

1 Identification

(SRL001263; Edition 08.2018)

⇒ [“1.1 Gearbox identification”, page 1](#)

1.1 Gearbox identification

Location of identification characters on the gearbox

Example for a gearbox:

The gearbox code letter -arrow- is located at the top and bottom of the gearbox.

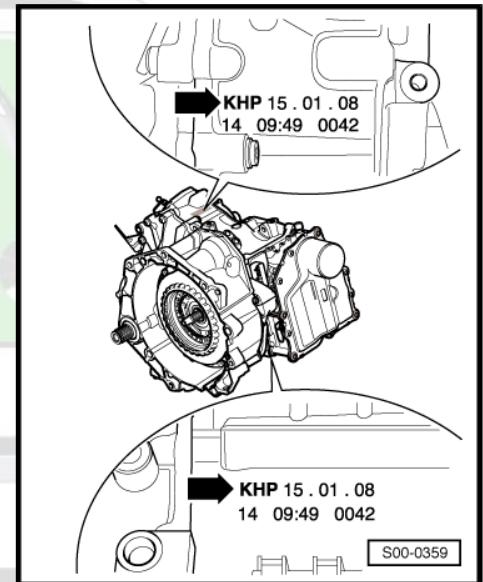
- ◆ KHP = gearbox identification character
- ◆ 15/01/08 = Production date 15th January 2008
- ◆ 14 - Manufacturer's code
- ◆ 09:49 = time
- ◆ 0042 = serial number

The gearbox identification characters also appear on the vehicle data sticker.



Note

If these vehicle data stickers are not present and another gearbox is installed than the one intended or you have no other possibility to identify the installed gearbox in case of doubt, then read off the identification characters directly from the gearbox.



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SKODA

2 Safety instructions

- ⇒ “2.1 Safety precautions when working on vehicles with start-stop system”, page 2
 - ⇒ “2.2 Safety precautions during road tests in which testing and measuring equipment is used”, page 2
 - ⇒ “2.3 Safety measures for working on the mechatronics for double clutch gearbox J743”, page 2
 - ⇒ “2.4 General safety instructions”, page 3

2.1 Safety precautions when working on vehicles with start-stop system



WARNING

On vehicles with start-stop system, there is the risk of injury from automatic engine start.

- ◆ *Deactivate the start-stop system when working on the vehicle. Switch off ignition.*
 - ◆ *If required switch on the ignition for a short period of time.*

2.2 Safety precautions during road tests in which testing and measuring equipment is used

If test and measuring devices are required during test drives, observe the following information:



WARNING

There is a risk of accident from unintended motion and insufficient securing of testers and measuring instruments.

There is a risk of injury from the release of the passenger airbag in the event of an accident.

- *Operation of test and measuring instruments by the driver while driving may result in deviating from the direction of travel.*
 - *There is an increased risk of injury or accident from unsecured testers and measuring instruments.*
 - ◆ *Fasten test and measurement equipment with a strap on the rear seat and secure their operation by another person sitting on the rear seat.*

2.3 Safety measures for working on the mechatronics for double clutch gearbox - J743-



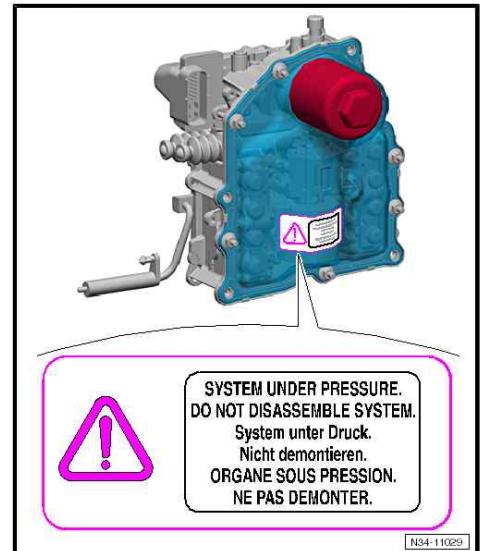
DANGER!

System is under pressure!

The mechatronics for double clutch gearbox - J743- has a pressure tank with maximum system pressure of 60 bar.

- The cover for mechatronics for double clutch gearbox - J743- and the pressure tank must not be opened.*

The maximum pressure in the pressure tank is set to 60 bar using the Software. Once this pressure has been reached, the pump switches off. If changing gear causes the pressure to drop to 42 bar, the pump switches on again. The pressure can rise to approximately 75 bar in the event of a software defect. In this case, the pressure limiting valve opens automatically.



N34-11029

2.4 General safety instructions



Caution

- ◆ Only then touch or remove the mechatronics for double clutch gearbox - J743-, after you have discharged yourself electrostatically at an earthed object beforehand, e.g. skin contact with mass.
- ◆ Under no circumstances must the plug contacts in the plug of the gearbox be touched with the hands, because the control unit can be destroyed through static discharge as well as the mechatronics.



Caution

Risk of damage to gearbox.

- Do not let the engine run and do not tow the vehicle if the mechatronics for double clutch gearbox - J743- is removed or without filling with gearbox oil.

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3 Repair instructions

- ⇒ “3.1 General points”, page 4
- ⇒ “3.2 Explanation of the terms used in this workshop manual”, page 7
- ⇒ “3.3 Contact corrosion”, page 8
- ⇒ “3.4 Seals and sealing rings”, page 9
- ⇒ “3.5 Screws, nuts”, page 9
- ⇒ “3.6 Notes on tow starting and towing”, page 9

3.1 General points

Gearbox

The engine torque is transferred onto the double clutch via the flywheel. The flywheel and the double clutch are interconnected via a serration. Both together have the function of the two-mass flywheel.

The gearbox is built like a 7-speed manual gearbox. Due to the alternative hydraulic activation of the two multi-plate dry clutches, it is operated like an automatic gearbox. This means that the gears are automatically or manually engaged via the Tiptronic mode. A clutch pedal is not present.

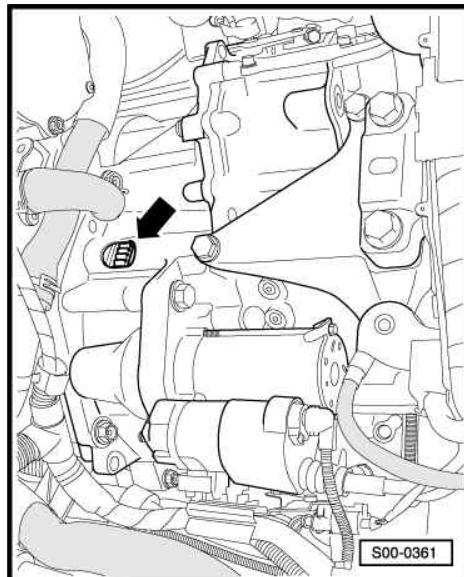
Both clutches are open when the ignition is switched off.

- Permanently ensure that no dirt can get into the opened gearbox. unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.
- Thoroughly clean the connection points and their surroundings and then release.
- When installing the gearbox, ensure the dowel sleeves are correctly located between the engine and gearbox.

The gearbox has an opening in the housing -arrow-.

In some designs, the opening is closed with a cap.

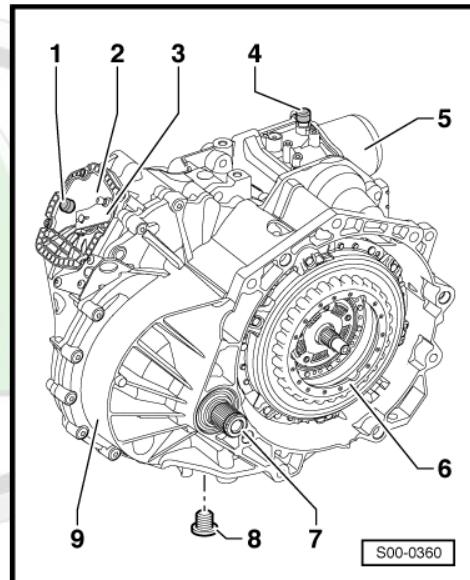
- When installing pay attention that nothing falls into this opening.
- Cover the opening with a cloth before commencing installation work.



Description of the 7-speed dual-clutch gearbox DSG - 0AM

- 1 - Ventilation cap of the gearbox
- 2 - Cover
- 3 - Gearshift lever
- 4 - Mechatronics vent cap
- 5 - Mechatronics for double clutch gearbox - J743-
- 6 - Double clutch
- 7 - Depending on the gearbox variant, the flange or rigid shaft [⇒ page 5](#)
- 8 - Oil drain plug
- 9 - 7-speed dual-clutch gearbox DSG - 0AM

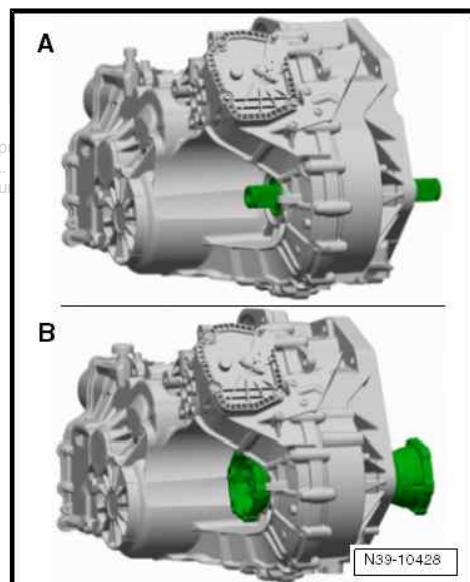
The 0AM dual-clutch gearbox uses two variants of output shafts.



Variants of dual-clutch gearbox 0AM output shafts

- A - Variant with rigid shafts
 B - Variant with flange shafts

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On some transmissions, a cover is present above the engaging lever.

The cover protects against contamination.

Fixing screw tightening torque: 8 Nm

Special tools

List of the special tools used in the workshop manual is detailed in the individual repair descriptions.

Mechatronics for double clutch gearbox

The mechatronics for double clutch gearbox - J743- is assigned to the gearbox identification characters ⇒ Electronic Catalogue of Original Parts .

The new mechatronics for double clutch gearbox - J743- is already precisely filled with oil at the factory.

- When handling the Mechatronics that have been removed, their breather must be sealed oil-tight [⇒ page 183](#) .
- The removed dual-clutch gearbox mechatronics - J743- are returned with oil.





- An insufficient amount of hydraulic oil and overfilling affect the function of the mechatronics, this can lead to malfunctions.
- If a universal mechatronics has been used for the repair, replacement of the mechatronics must be carried out by performing an adjustment by loading the correct software. To do this, the data from the original mechatronics must be stored. For the entire procedure, see TPI 2039772.

Gear oil

The dual-clutch gearbox 0AM has two separate, different oil fillings.

One for the area with gearbox oil -arrow A- and the other one for the area with hydraulic oil -arrow B-.

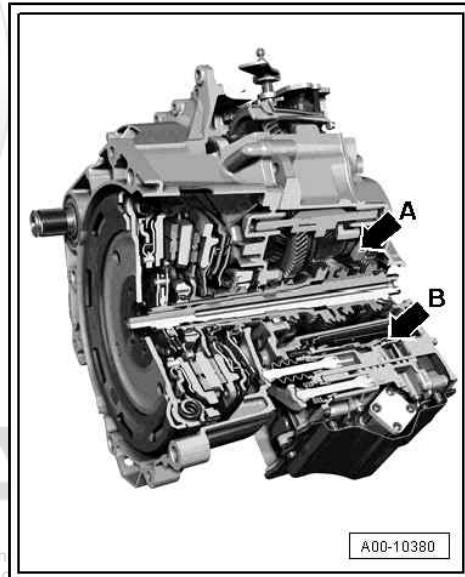
Specification and capacity [⇒ “4.1 Filling capacity”, page 10](#).

Gearbox oil level (range -Arrow A-), as well as hydraulic oil level in the Mechatronics -Arrow B-, cannot be tested.

The correct oil level can only be achieved by draining the old oil and refilling new oil:

- ◆ [⇒ “6.1 Change gearbox oil”, page 187](#)
- ◆ [⇒ “6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743 draining and filling”, page 189](#)

- Be careful when handling oil.
- Dispose of drained oil appropriately.
- Shake oil bottle with new oil before opening and use.
- Do not mix any additives in the oil, also do not fill in other oil.



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The vehicle diagnostic tester performs the complete basic setting. This basic setting must be carried out in the following cases:

- ◆ if the dual-clutch transmission has been removed
- ◆ if the mechatronics for dual clutch transmissions - J743- or their control unit has been replaced
- ◆ after a transmission repair has taken place

When performing the complete basic setting, an adjustment of the clutch, clutch plate and gear plate takes place. This setting optimises the quality of the driving behaviour and the circuit.

- After completing the complete basic setting according to ⇒ Vehicle diagnostic tester Action.

Circlips

- ◆ Do not over-extend the circlips, if necessary replace.
- ◆ Circlips must be positioned in the base of the groove.

Electrical components

If you touch objects out of metal, it can happen that this can lead to an electrostatic discharge. This is due to the electrostatic charge accumulated by the human body. This electrostatic charge can lead to operational problems when touching the electrical components of the gearbox and the shift mechanism.

- Touch a conductive object, e.g. a metal water pipe or a lift platform, before working on electric components.
- Please do not touch the plug contacts.

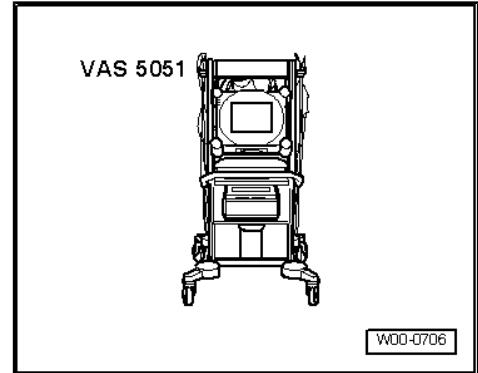
Targeted fault-finding

Before repairing the gearbox try to determine the origin of the damage as accurately as possible using "targeted fault finding".

The "targeted fault finding" is performed with the ⇒ Vehicle diagnostic tester.

Rules of cleanliness

- ◆ Thoroughly clean the connection points and their surroundings before releasing.
- ◆ Only install clean parts: remove spare parts from their wrapping immediately before fitting.
- ◆ Always replace the paper gaskets. Completely remove old gasket and thoroughly clean sealing surfaces.
- ◆ Place removed parts on a clean surface and cover them to prevent them from getting dirty. Use sheeting and paper for this purpose. Use lint-free cloths!
- ◆ Carefully cover or seal opened or removed components if the repair is not carried out immediately.



3.2 Explanation of the terms used in this workshop manual

These explanations are only related to the automatic gearbox DSG - 0AM. They do not claim to be valid in all cases.

CAN databus

Data transfer. Before transmission, electrical signals are put into certain forms (BUS). Further information on this can be found in ⇒ Self-study programme No. 24 ; Škoda OCTAVIA; CAN databus; Structure and Function .

DSG

Automatic gearbox DSG. Further information can be found in ⇒ Self-study programme No. 75 ; Automatic gearbox DSG - 0AM .

Self-diagnosis

The capability of the control unit to:

- Detect faults.
- React to faults.
- Store faults.
- Determine measured values and display them in the measured value block.

Gearbox input r.p.m. encoder - G182-

The sender determines the speed at the clutch and sends it to the mechatronics

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Gearbox

The automatic gearbox DSG °-°0AM is also designated as double clutch gearbox. The engine torque is initiated in the gearbox via the two-mass flywheel. The flywheel and the double clutch are interconnected via a serration. The gearbox is built like a 7-speed double clutch gearbox OAM. Due to the alternative hydraulic activation of the two dry clutches, it is operated like an automatic gearbox, i.e. the gears are automatically or manually engaged via the Tiptronic mode. A clutch pedal is not present.



Gear oil

The gearbox has separate oil fillings for mechatronics and manual gearboxes. Oils are designed to be filled for life.

Selector lever lock solenoid - N110-

The selector lever lock solenoid is integrated into the shift mechanism. Prevents (unintentional) tipping of the selector lever from the positions P and N when the brake is not operated.

Emergency running mode

If one or more components or sensors fail, the gearbox control unit activates appropriate replacement functions or emergency programs. This ensures non-destructive operation of the gearbox with the respective effect on the function and quality of the circuits.

The emergency running mode is a status of the control unit, which, if a fault of the control unit is detected, maintains driving safety, protects the gearbox from damage, and ensures that vehicle running will be affected as little as possible.

Parking position

When the vehicle is parked, the selector lever mechanically locks the parking gear thereby preventing the vehicle from moving off unintentionally.

Shift mechanism

The selector lever position is no longer communicated mechanically, as for the other automatic gearboxes, via the selector lever control cable and the multi-function switch (sensor for driving position) to the gearbox. The selector lever positions or shifting are transmitted via a separate control unit in the shift mechanism via the CAN databus to the mechatronics. The shifting is then performed without control cable. Only in the selector lever position P is the parking position engaged mechanically via the selector lever control cable.

Gear-change points change on upward and downward gradients

On upward or downward gradients, gear-changes are selected automatically by additional gear-change mapping, according to accelerator position and driving speed.

- ◆ On steep gradients, gear-change mapping is adapted to engine power output.
 - ◆ On steep gradients, gear-change mapping is adapted to the braking effect of the engine.
 - ◆ By directly selecting a gear via the Tiptronic, it is also possible to use engine braking with a specific gear, e.g. for a slope during trailer operation.
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Tiptronic

Another one exists to the right of the normal selector lever gate. In this selector lever gate, the selector lever can be tipped towards the Plus sign (+) to change up the gears manually and vice versa towards the Minus sign (-) to change down the gears manually.

3.3 Contact corrosion

The gearbox housing and the clutch housing are made out of magnesium alloy.

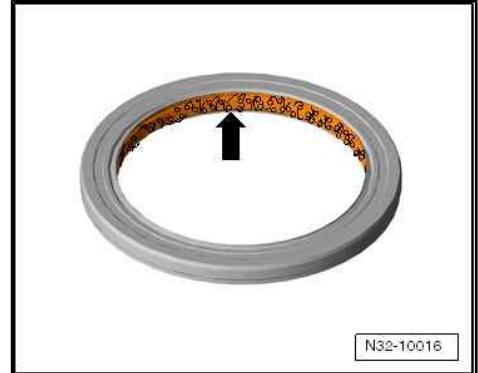
Bolts and other components that come into direct contact with the gearbox have a surface with varying finishes in relation to it.

The use of substitute components causes contact corrosion (screws, nuts, washers ...). The gearbox housing and clutch housing are damaged.

Generally install parts which are indicated in the ⇒ Electronic Catalogue of Original Parts .

3.4 Seals and sealing rings

- O-rings, always replace the seal rings and seals after disassembly.
- After removing all seals, inspect the contact faces on housings and shafts for burrs and damage and remove all which are found.
- Thoroughly clean the housing separation surfaces before installing the seals.
- Sealing rings are also referred to as radial (shaft seals).
- Before installing radial shaft seals, wet the outside circumference and the sealing lip with gear oil and apply sealing grease - G 052 128 A1- to half the space between the sealing lips.
- The open side of the sealing rings is assembled towards the oil.
- To coat the rings before installation, use only the oil for the given type of gearbox ⇒ Electronic Catalogue of Original Parts . A different lubricant can cause functional faults.
- After installing, check gear oil level ⇒ “6 Gear oil”, page [187](#).



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3.5 Screws, nuts

- Loosen the screws in reverse order to the installation order.
- Slacken and tighten screws or fixing nuts of covers and housings without tightening sequence diagonally across in stages.
- Replace self-locking nuts after they are removed.
- Clean the thread of the screws that are inserted with a locking agent with a wire brush. Wet screws that have been cleaned like this with locking agent - AMV 185 101 A1- .
- Clean all threaded holes into which bolts are screwed in with locking agent, using a thread tap to remove locking agent residues. Otherwise there is a danger of bolts shearing when subsequently being removed.
- Tightening torques are for unlubricated nuts, bolts and screws.

3.6 Notes on tow starting and towing



Caution

When towing the vehicle, the selector lever must be in position N and it must not be towed further than 50 km and faster than 50 km/h, otherwise the gearbox will be destroyed.

It is not possible to tow start an engine, e.g. if the battery is weak or the starter does not operate.



4 Technical data

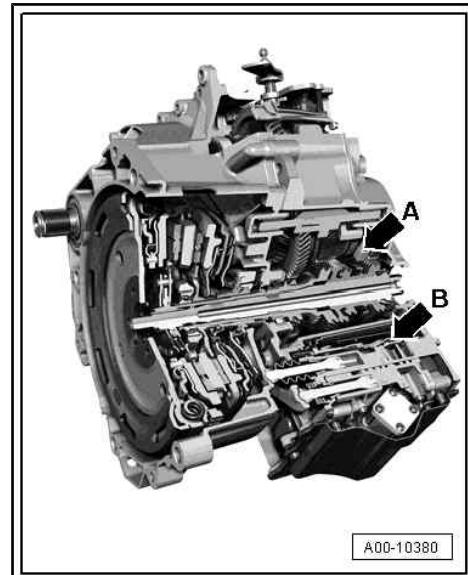
- ⇒ “4.1 Filling capacity”, page 10
- ⇒ “4.2 Allocation gearbox - engine”, page 11
- ⇒ “4.3 Calculation of gear ratios”, page 18

4.1 Filling capacity

The 7-speed double clutch gearbox DSG - 0AM has two separate, different oil fillings.

A - Area with gear oil -arrow A- ⇒ [page 10](#) .

B - Mechatronics for dual-clutch gearbox - J743- , area with hydraulic oil -arrow B- ⇒ [page 11](#) .



A00-10380

Gearbox

Area with gear oil -Arrow A-	
New filling	1.7 l
Replacing	<ul style="list-style-type: none">◆ Continuous filling, no change required◆ Oil change only when carrying out repairs if the gear oil was drained.
Lubricant	<small>Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by SKODA AUTO a.s. SKODA AUTO a.s. does not guarantee original availability with respect to the correctness of information in this document.</small> Gearbox oil for double clutch gearbox 0AM part number ⇒ Electronic Catalogue of Original Parts



Caution

Risk of damage to gearbox.

- Only spare part gear oil should be used for the 7-speed double clutch gearbox 0AM ⇒ [Electronic catalogue of original parts](#) .
- ◆ Other gear oils lead to malfunctions and/or gearbox failure.
- ◆ The gear oil level cannot be checked.
- ◆ The correct oil level can only be achieved by draining the old oil and refilling new oil ⇒ “[6.1 Change gearbox oil](#)”, [page 187](#) .
- ◆ An insufficient amount of transmission oil and overfilling affect the function of the gearbox, this can lead to malfunctions.

Mechatronics

Area with hydraulic oil in the Mechatronics for dual clutch gearbox - J743- -Arrow B-

Change volume after repair	0.9 ltr.
Replacing	<ul style="list-style-type: none"> ◆ Continuous filling, no change required ◆ Oil change only when carrying out repairs if the gear oil was drained.
Lubricant	Hydraulic oil for Mechatronics for dual-clutch gearboxes Part number ⇒ Electronic Catalogue of Original Parts
<ul style="list-style-type: none"> ◆ The mechatronics for double clutch gearbox is assigned to the gearbox identification characters ⇒ Electronic Catalogue of Original Parts . ◆ The new mechatronics is already precisely filled with oil at the factory. 	



Caution

There is a risk of damage to the mechatronics for double clutch gearbox - J743- .

- Only the hydraulic oil available as a spare part may be used for the Mechatronics for dual-clutch gearbox - J743- ⇒ Electronic Catalogue of Original Parts .

Other hydraulic oils lead to malfunctions and/or gearbox failure.

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The hydraulic oil level cannot be checked.

In the case of loss of hydraulic oil from mechatronics, the correct oil level can only be adjusted by draining the old oil and filling up with new oil ⇒ "6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743 draining and filling", page 189 .

- During assembly work, the mechatronics must be sealed oil-tight ⇒ [page 183](#) .

An insufficient amount of hydraulic oil and overfilling affect the function of the mechatronics, this can lead to malfunctions.

4.2 Allocation gearbox - engine

⇒ ["4.2.1 Assignment gearbox - engine, Octavia II", page 11](#)

⇒ ["4.2.2 Assignment gearbox - engine, Superb II", page 13](#)

⇒ ["4.2.3 Assignment gearbox - engine, Yeti", page 14](#)

⇒ ["4.2.4 Gearbox - engine assignment, Fabia II", page 15](#)

⇒ ["4.2.5 Gearbox - engine assignment, Roomster", page 16](#)

⇒ ["4.2.6 Allocation gearbox - engine Rapid NH", page 17](#)

⇒ ["4.2.7 Gearbox - engine assignment, Rapid India", page 17](#)

4.2.1 Assignment gearbox - engine, Octavia II

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	LKN	LPK	LSS	MGL	MLC
Manufactured from to	11.2008 05.2009	05.2009 05.2009	06.2009 10.2009	11.2009 05.2010	06.2010 10.2010



Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	LKN	LPK	LSS	MGL	MLC
Engine assignment	1.8 l/118 kW TFSI	1.8 ltr./118 kW TFSI 1.8 ltr./112 kW TFSI			

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	MPJ	NAT	NQB	NTQ	PMJ
Manufactured from to	11.2010 05.2011	06.2011 10.2011	11/2011 05/2012	06/2012 10/2012	11/2012 04/2013
Engine assignment	1.8 ltr./118 kW TFSI 1.8 ltr./112 kW TFSI				

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	KHN	LKG	LKM	LPJ	LWZ
Manufactured from to	11.2008 11.2008	11.2008 11.2008	11.2008 05.2009	05.2009 05.2009	06.2009 10.2009
Engine assignment	1.4 ltr./90 kW TSI				

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	MGK	MLB	MPH	NAS	NBA
Manufactured from to	11.2009 05.2010	06.2010 10.2010	11.2010 05.2011	05.2011 05.2011	06.2011 10.2011
Engine assignment	1.4 ltr./90 kW TSI				

Automatic gearbox DSG	0AM - front-wheel drive				
Gearbox	Engine identification characters	NQK	NTZ		
	Manufactured from to	11/2011 05/2012	06/2012 11/2012		
Allocation	Engine	1.4 ltr./90 kW TSI			

Automatic gearbox DSG	0AM - front-wheel drive				
Gearbox	Engine identification characters	MGU	MLJ	MPQ	
	Manufactured from to	02.2010 05.2010	06.2010 10.2010	11.2010 05.2011	
Allocation	Engine	1.2 l/77 kW TSI			

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Automatic gearbox DSG		0AM - front-wheel drive		
Gearbox	Engine identification characters	NBA	NQK	NTZ
Manufactured	from to	06.2011 10.2011	11/2011 05/2012	06/2012 11/2012
Allocation	Engine	1.2 l/77 kW TSI		

Automatic gearbox DSG	0AM - front-wheel drive			
Engine identification characters	MGN	MLE	MPL	NKA
Manufactured	from to	11.2009 05.2010	06.2010 10.2010	11.2010 05.2011
Engine assignment	1.6 l/77 kW TDI CR			

Automatic gearbox DSG	0AM - front-wheel drive			
Engine identification characters	NQE	NTT	PML	
Manufactured	from to	11/2011 05/2012	06/2012 10/2012	11.2012 04.2013
Engine assignment	1.6 l/77 kW TDI CR			

4.2.2 Assignment gearbox - engine, Superb II

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Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	KHP	LKN	LPK	LSS	MGL
Manufactured	from to	09.2008 11.2008	11.2008 05.2009	05.2009 05.2014	06/2009 11/2009
Engine assignment	1.8 l/118 kW TFSI				

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	MLC	MPJ	NAT	NQB	NTQ
Manufactured	from to	05/2010 11/2010	11.2010 05.2011	05/2011 11/2011	11.2011 05.2012
Engine assignment	1.8 l/118 kW TFSI				

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	PMJ	PKN	PVV	QQU	QGW
Manufactured	from to	11/2012 05/2013	05.2013 11.2013	11.2013 05.2014	05.2014 11.2014
Engine assignment	1.8 l/118 kW TFSI				



Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	LKN	LPK	LSS	MGL	MLC
Manufactured from to	03/2009 05/2009	05.2009 05.2009	05/2009 10/2009	11.2009 05.2010	05.2010 10.2010
Engine assignment	1.8 l/112 kW TFSI				

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	MPJ	NAT	NQB	NTQ	PMJ
Manufactured from to	11.2010 05.2011	05/2011 11/2011	11.2011 05.2012	05/2012 11/2012	11/2012 05/2013
Engine assignment	1.8 l/112 kW TFSI				

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	PKN	PVV	QQU	QGW	
Manufactured from to	05.2013 11.2013	11.2013 05.2014	05.2014 11.2014	11/2014 08/2015	
Engine assignment	1.8 l/112 kW TFSI				

Automatic gearbox DSG					
Engine identification characters	PKP	PVW	QQV	QGX	
Manufactured from to	05.2013 11.2013	11.2013 05.2014	05.2014 11.2014	11/2014 05.2015	
Engine assignment	1.6 l/77 kW TDI CR				

4.2.3 Assignment gearbox - engine, Yeti

Manual gearbox	0AM - front-wheel drive				
Engine identification characters	MGU	MLJ	MPQ	NBA	NQK
Manufactured from to	02.2010 05.2010	05/2010 11/2010	11.2010 05.2011	05/2011 11/2011	11/2011 05/2012
Engine assignment	1.2 l/77 kW TFSI				

Manual gearbox	0AM - front-wheel drive				
Engine identification characters	NTZ	PMS	PKW	PWD	QRB
Manufactured from to	05/2012 11/2012	11/2012 06/2013	06/2013 11/2013	11.2013 06.2014	05.2014 11.2014
Engine assignment	1.2 l/77 kW TFSI				

Manual gearbox	0AM - front-wheel drive			
Engine identification characters	QHE	RCV		
Manufactured from to	11.2014 05.2015	05.2015 05.2015		
Engine assignment	1.2 l/77 kW TFSI			

Manual gearbox	0AM - front-wheel drive				
Engine identifica-tion characters	PMS	PKW	PWD	QRB	QHE
Manufac-tured from to	01/2013 06/2013	05/2013 11/2013	11.2013 06.2014	05.2014 11.2014	11.2014 06.2015
Engine assignment	1.4 l/90 kW TSI				

Manual gearbox	0AM - front-wheel drive				
Engine identifica-tion characters	QHL	RCV	RCZ	RQW	SLW
Manufac-tured from to	05.2015 11.2016	06/2015 11/2015	05.2015 05.2016	05.2016 11.2016	11/2016 09/2017
Engine assignment	1.4 l/90 kW TSI				

Manual gearbox	0AM - front-wheel drive				
Engine identification characters	QHM	RDM	RQX	SLX	
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Manufac-tured from to	05.2015 11.2016	05.2015 06.2016	05.2016 11.2016	05.2016 11.2016	11/2016
Engine assignment	1.4 l/92 kW TSI				

Manual gearbox	0AM - front-wheel drive				
Engine identification characters	PVW	QQV	QGX		
Manufactured from to	11.2013 05.2014	05.2014 11.2014	05.2014 11.2014	11.2014 05.2015	
Engine assignment	1.6 l/77 kW TDI CR				

4.2.4 Gearbox - engine assignment, Fabia II

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identifica-tion characters	MGV	MLN	MPU	NBD	NQN
Manufac-tured from to	03/2010 05/2010	05.2010 10.2010	11.2010 05.2011	06/11 10/2011	11/2011 05/2012
Engine assignment	1.2 l/77 kW TFSI				



Automatic gearbox DSG	0AM - front-wheel drive			
Engine identification characters	NUC	PMV	PKZ	PWG
Manufactured from to	06/2012 10/2012	11/2012 05/2012	06/2013 10/2013	11/2013 05/2014
Engine assignment	1.2 l/77 kW TFSI			

Automatic gearbox DSG	0AM - front-wheel drive			
Engine identification characters	QRE	QHH		
Manufactured from to	05.2014 11.2014	11/2014		
Engine assignment	1.2 l/77 kW TFSI			

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	MLH	MPP	NAY	MLH	MPP
Manufactured from to	05.2010 10.2010	11.2010 05.2011	06.2011 10.2011	05.2010 10.2010	11.2010 05.2011
Engine assignment	1.4 l/132 kW TFSI				

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	NAY	NQH	NTW	PMP	PKT
Manufactured from to	06.2011 10.2011	11/2011 05/2012	06/2012 10/2012	11/2012 05/2013	05.2013 11.2013
Engine assignment	1.4 l/132 kW TFSI				

Automatic gearbox DSG	0AM - front-wheel drive			
Engine identification characters	PWA	QQY	QHB	
Manufactured from to	11/2013 05/2014	05/2014 11/2014	11/2014 12/2014	
Engine assignment	1.4 l/132 kW TFSI			

4.2.5 Gearbox - engine assignment, Roomster

Automatic gearbox DSG	0AM - front-wheel drive				
Engine identification characters	MGV	MLN	MPU	NBD	NQN
Manufactured from to	03/2010 05/2010	05/2010 11/2010	11.2010 05.2011	05/2011 11/2011	11/2011 05/2012
Engine assignment	1.2 l/77 kW TFSI				

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Automatic gearbox DSG	0AM - front-wheel drive			
Engine identification characters	NUC	PMV	PKZ	PWG
Manufactured from to	05/2012 11/2012	11.2012 05.2013	05/2013 11/2013	11/2013 05/2014
Engine assignment	1.2 l/77 kW TFSI			

Automatic gearbox DSG	0AM - front-wheel drive		
Engine identification characters	QRE	QHH	
Manufactured from to	05.2014 11.2014	11/2014	
Engine assignment	1.2 l/77 kW TFSI		

4.2.6 Allocation gearbox - engine Rapid NH

Automatic gearbox DSG	0AM - front-wheel drive			
Gearbox	Engine identification characters	NUA	PMT	PKX
Manufactured from to	07/2012 11/2012	11.2012 05.2013	05.2013 11.2013	
Allocation Engine	1.4 l/90 kW TSI			

Automatic gearbox DSG	0AM - front-wheel drive			
Gearbox	Engine identification characters	PWE	QRC	QHF
Manufactured from to	11.2013 06.2014	05.2014 11.2014	11.2014 06.2015	
Allocation Engine	1.4 l/90 kW TSI			

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Automatic gearbox DSG	0AM - front-wheel drive				
Gearbox	Engine identification characters	PKY	PWF	QRD	QHG
Manufactured from to	08/2013 11/2013	11.2013 05.2014	05.2014 11.2014	11.2014 05.2015	
Allocation Engine	1.6 l/66 kW TDI CR				

4.2.7 Gearbox - engine assignment, Rapid India

Automatic gearbox DSG	0AM - front-wheel drive				
Gearbox	Engine identification characters	PWF	QRD	QHG	RCW
Manufactured from to	09/2014 09/2014	09/2014 12/2014	12/2014 08/2015	08/2015 08/2016	
Allocation Engine	1.5 l/77 kW TDI CR				



Automatic gearbox DSG		0AM - front-wheel drive			
Gearbox	Engine identification characters	RQT	SLT	SRU	
	Manufactured from to	08/2016 01/2017	01/2017 01/2018	01/2018	
Allocation	Engine	1.5 l/81 kW TDI CR			

4.3 Calculation of gear ratios

Example:

	5th gear	Final drive
Drive gear	ZG ₁ = 46	ZA ₁ = 24
Driven gear	ZG ₂ = 33	ZA ₂ = 70

$$i = ZG_2 : ZG_1 \text{ } ^{①}$$

$$i_G = \text{gear ratio} = ZG_2 : ZG_1 = 33 : 46 = 0.717$$

$$i_A = \text{axle drive ratio} = ZA_2 : ZA_1 = 70 : 24 = 2.917$$

$$i_{\text{total}} = \text{Total ratio} = i_G \times i_A = 0.717 \times 2.917 = 2.091$$

1) Z₁ = No. of teeth on driving gear, Z₂ = No. of teeth on driven gear



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5 Overview of Transmission System

The 7-speed double clutch gearbox DSG - 0AM has 2 drive shafts and 3 output shafts.

A1 - 1st drive shaft

A2 - 2nd drive shaft

B1 - 1st output shaft

B2 - 2nd output shaft

B3 - 3rd output shaft

C - Front final drive

K1 - Clutch 1

K2 - Clutch 2

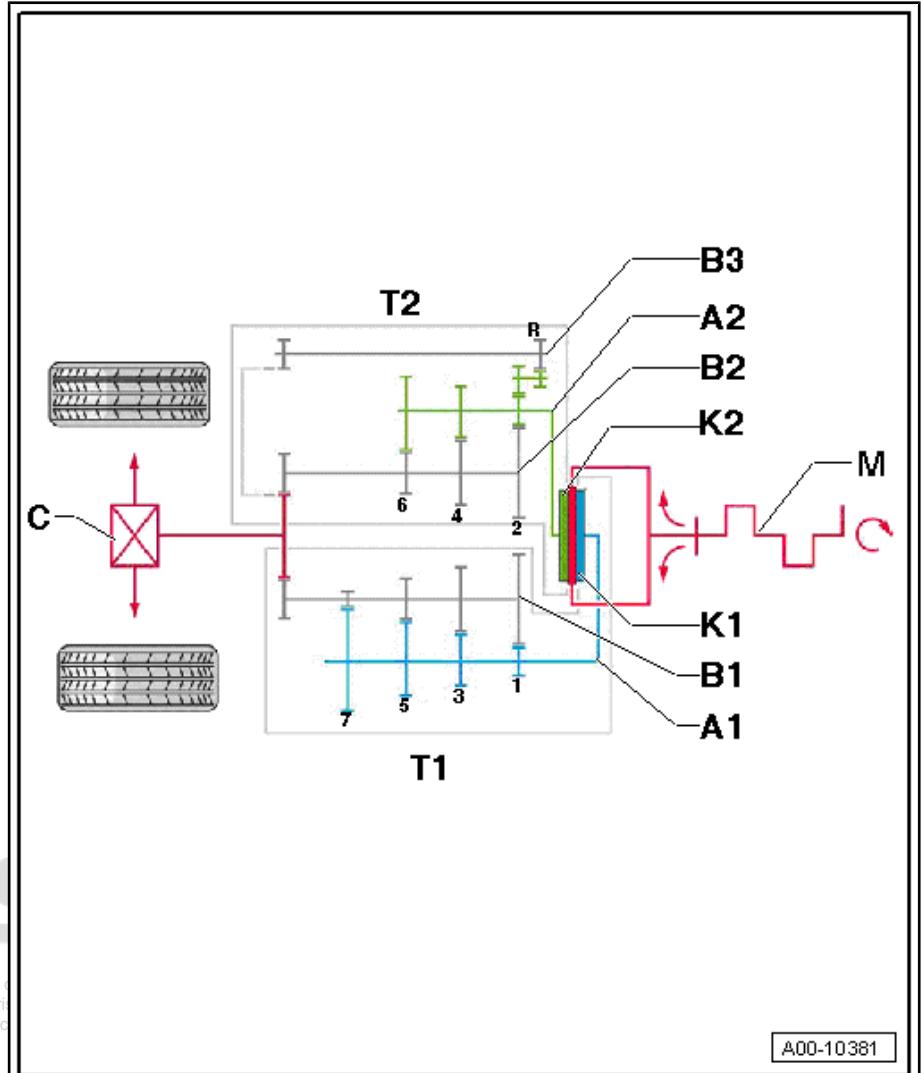
M - Engine

T1 - One part of the gearbox 1

- with 1st, 3rd, 5th and 7th gear

T2 - One part of the gearbox 2

- with 2nd, 4th, 6th gear and reverse gear R



6 Electrical components

⇒ “6.1 Electric/electronic components and fitting locations of the automatic gearbox DSG - 0AM”, page 20

6.1 Electric/electronic components and fitting locations of the automatic gearbox DSG - 0AM

⇒ “6.1.1 Electric/electronic components and fitting locations of the automatic gearbox DSG - 0AM, Octavia II, Superb II and Yeti”, page 20

⇒ “6.1.2 Electric/electronic components and fitting locations of the automatic gearbox DSG - 0AM, Fabia II and Roomster”, page 23

⇒ “6.1.3 Electric/electronic components and fitting locations of the automatic gearbox DSG - 0AM (Rapid)”, page 26

6.1.1 Electric/electronic components and fitting locations of the automatic gearbox DSG - 0AM, Octavia II, Superb II and Yeti

1 - Diagnostic connection

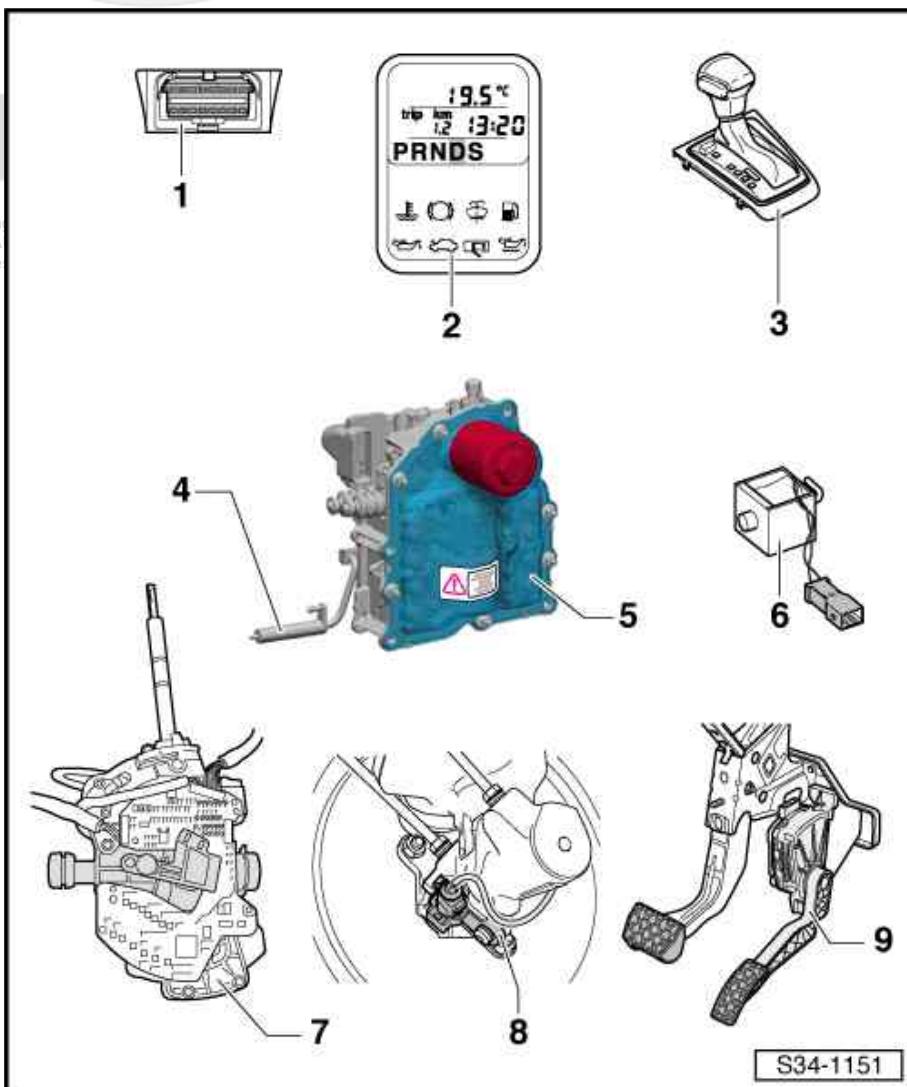
- Fitting location: under the cover in the driver's footwell

2 - Selector lever position indicator - Y6-

- Fitting location: built-in to the dash panel insert;
- a switched off gear display points to an emergency operation with deactivated gearbox control unit
- a fully lit gear display points to an emergency operation with activated gearbox control unit
- can only be replaced together with the dash panel insert ⇒ Electrical System; Rep. gr. 90

3 - Cover for shift mechanism with lamp for selector lever scale illumination - L101-

- the lamp for selector lever scale illumination - L101- is integrated in the cover frame; fitting location ⇒ page 22
- the lamp for selector lever scale illumination - L101- is checked by self-diagnosis
- as of 11.2012 (CW 45), the selector lever handle was changed ⇒ “2.1 Summary of components - Gearshift mechanism”, page 98



S34-1151

- Removing and installing ["2.5 Removing and Installing the cover for the shift mechanism", page 111](#)

4 - Gearbox input r.p.m. sender - G182-

- Fitting location [⇒ page 22](#)
- is checked by self-diagnosis
- is a component and can only be removed and installed with the° mechatronics for double clutch gearbox - J743- [⇒ "1 Mechatronics for double clutch gearbox J743 ", page 73](#)

5 - Mechatronics for double clutch gearbox - J743-

- Fitting location [⇒ page 21](#)
- is checked by self-diagnosis
- Removing and installing ["1 Mechatronics for double clutch gearbox J743 ", page 73](#)

6 - Selector lever lock solenoid - N110-

- Fitting location [⇒ page 22](#)
- is checked by self-diagnosis

7 - Selector lever - E313- with Tiptronic switch - F189- , selector lever sensor control unit - J587- and selector lever switch locked in P - F319-

- Fitting location [⇒ page 22](#)
- is checked by self-diagnosis
- Tiptronic switch - F189- , selector lever sensor control unit - J587- and selector lever switch locked in P - F319 - are integrated into the shift mechanism.
- these components cannot be replaced separately; the removal and installation procedure is only possible together with the gearshift mechanism [⇒ "2.8 Removing and installing selector mechanism", page 120](#)

8 - The brake light switch - F- and brake pedal switch - F47-

- Fitting location [⇒ page 23](#)
- Signal transfer from engine control unit to gearbox control unit via CAN databus
- is checked by self-diagnosis
- removing and installing ⇒ Chassis; Rep. gr. 46

9 - Kick-down switch - F8-

- Fitting location [⇒ page 23](#)
- Signal transfer from engine control unit to gearbox control unit via CAN databus
- is checked by self-diagnosis
- Removing and Installing ⇒ Engine; Rep. gr. 20

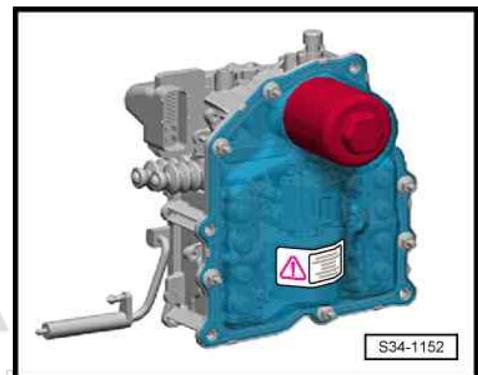
Mechatronics for double clutch gearbox - J743-

Fitting location: the mechatronics for double clutch gearboxes - J743- is screwed onto the front gearbox housing.

The control unit is firmly integrated in the mechatronics for double clutch gearbox - J743- .

The senders and the actuators are located in the mechatronics for double clutch gearbox - J743- . Further information can be found in ⇒ Self-study programme No. 75 ; Automatic gearbox DSG - 0AM .

Removing and installing the mechatronics for double clutch gearbox - J743- [⇒ "1 Mechatronics for double clutch gearbox J743 ", page 73](#) . Protected by copyright. Copying or otherwise using, in whole or in part, is only permitted with authorisation of ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

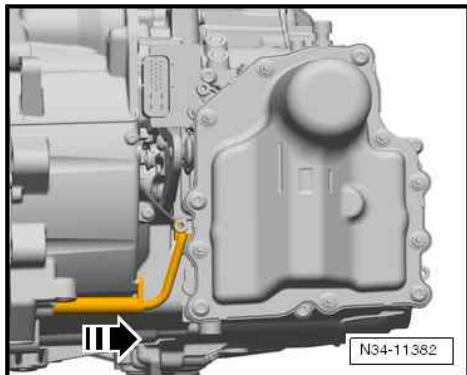




Gearbox input r.p.m. encoder - G182-

Fitting position: the gearbox input speed encoder - G182- is clipped onto the front of the gearbox housing. Release the sender for removal and pull out in -direction of arrow-.

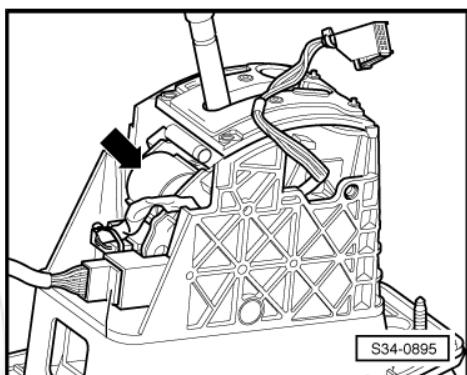
The gearbox input r.p.m. sender - G182- can only be replaced together with the mechatronics for double clutch gearbox - J743-
⇒ “[1 Mechatronics for double clutch gearbox J743](#)”, page 73 .



Selector lever lock solenoid - N110-

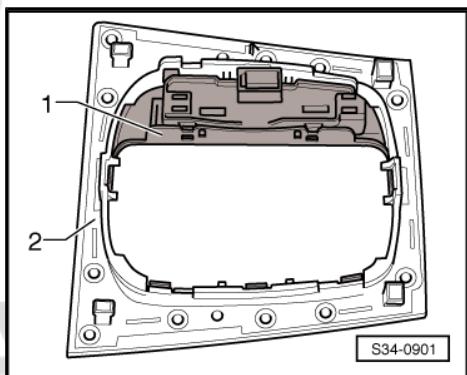
The selector lever lock solenoid - N110- fitting location -arrow- is located in the gearshift mechanism ⇒ “[2.1 Summary of components - Gearshift mechanism](#)”, page 98 .

The selector lever lock solenoid - N110- is installed firmly in the gearshift mechanism and cannot be replaced individually. The removal and installation procedure is only possible together with the gearshift mechanism ⇒ “[2.8 Removing and installing selector mechanism](#)”, page 120 .



Lamp for selector lever scale illumination - L101-

Fitting position: the lamp for selector lever scale illumination - L101- -1- is integrated in the bottom side of the cover frame -2-.



Selector lever - E313- with Tiptronic switch - F189-, selector lever sensor control unit - J587- and selector lever switch locked in P - F319-

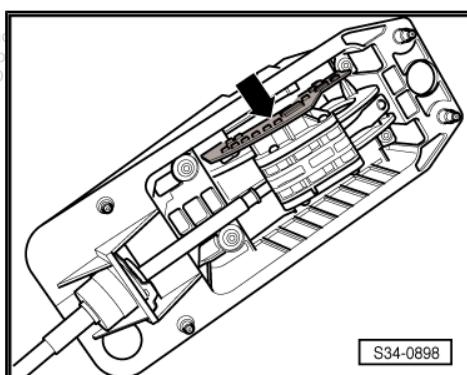
Fitting position: selector lever - E313- is firmly integrated in the gearshift mechanism.

Tiptronic switch - F189-, Selector lever sensor control unit - J587- and Selector lever switch blocked in P - F319- are firmly integrated into the PCB -arrow- of the shift mechanism (up to 05.2009).

A new shift mechanism is fitted as of 06.2009, then the cover for the bottom shift mechanism can no longer be removed in this way.

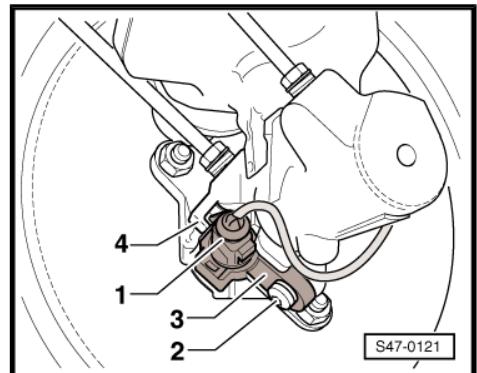
These components cannot be replaced separately.

The removal and installation procedure is only possible together with the gearshift mechanism ⇒ “[2.8 Removing and installing selector mechanism](#)”, page 120 .



The brake light switch - F- and brake pedal switch - F47-

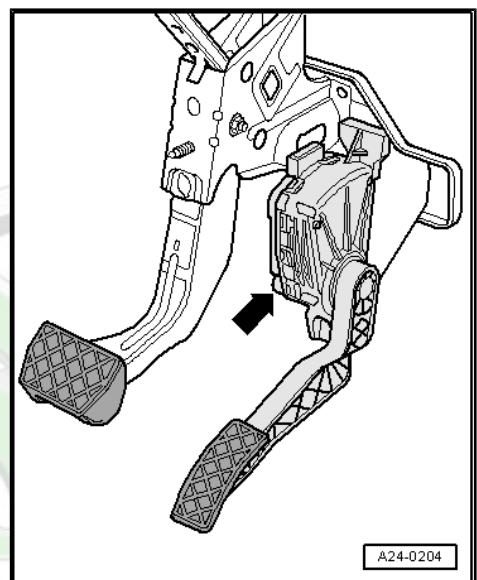
The brake light switch - F- and brake pedal switch - F47- -3- is located on the master brake cylinder -4-.



Kick-down switch - F8-

An initialised value of the accelerator pedal position sender - G79- / accelerator pedal position sender 2 - G185- (integrated in the accelerator pedal module) is stored as a kick-down signal in the engine control unit.

Fitting position: Accelerator pedal position encoder - G79- / accelerator pedal position sender 2 - G185- -arrow- are located on the foot controls.



6.1.2 Electric/electronic components and fitting locations of the automatic gearbox DSG - 0AM, Fabia II and Roomster



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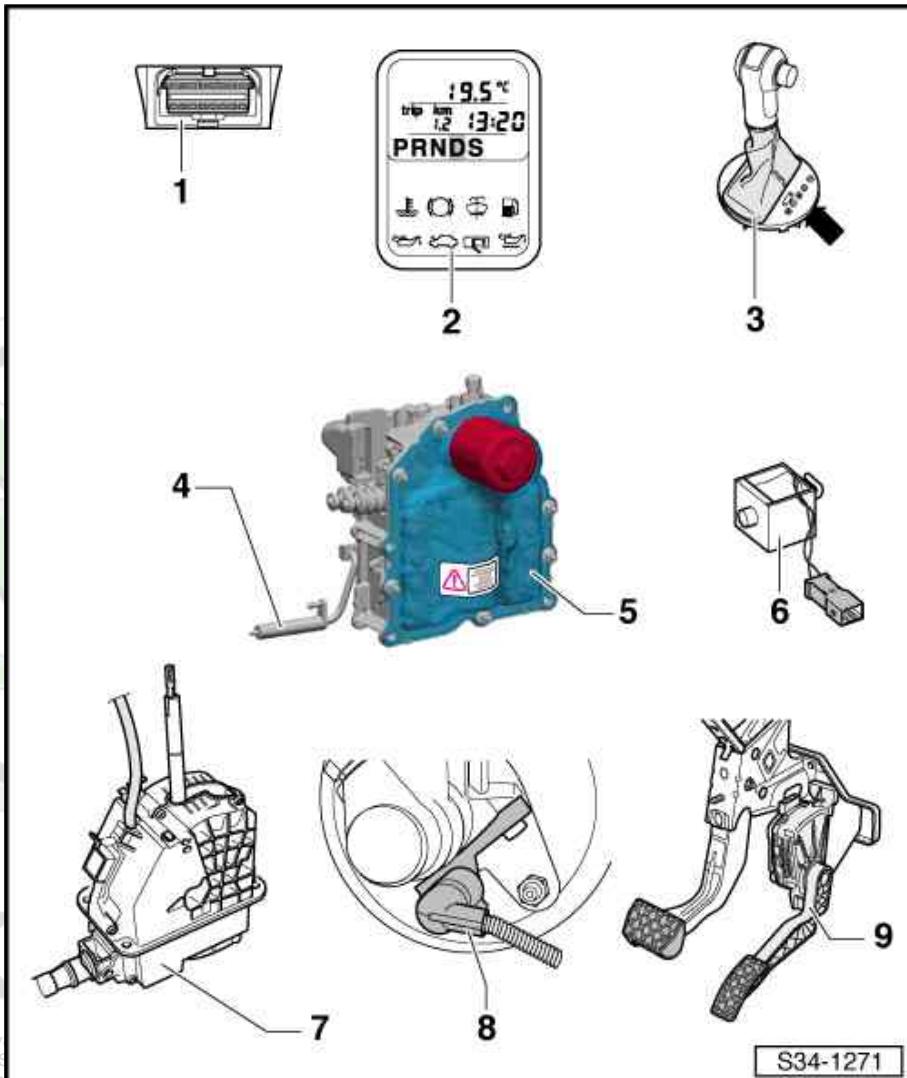


1 - Diagnostic connection

- Fitting location: dash panel in the area of the driver's footwell

2 - Selector lever position indicator - Y6-

- Fitting location: built-in to the dash panel insert:
- a switched off gear display points to an emergency operation with deactivated gearbox control unit
- a fully lit gear display points to an emergency operation with activated gearbox control unit
- can only be replaced together with the dash panel insert ⇒ Electrical System; Rep. gr. 90



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3 - Cover for shift mechanism with lamp for selector lever scale illumination - L101-

- the lamp for selector lever scale illumination - L101- is integrated in the cover for gearshift mechanism -arrow-
- is checked by self-diagnosis
- Removing and installing ⇒ ["2.5 Removing and Installing the cover for the shift mechanism", page 111](#)

- as of 11.2012 (CW 45), the selector lever handle was changed ⇒ ["2.1 Summary of components - Gearshift mechanism", page 98](#)

4 - Gearbox input r.p.m. sender - G182-

- Fitting location ⇒ [page 25](#)
- is checked by self-diagnosis
- is a component and can only be removed and installed with the° mechatronics for double clutch gearbox - J743- ⇒ ["1 Mechatronics for double clutch gearbox J743 ", page 73](#)

5 - Mechatronics for double clutch gearbox - J743-

- Fitting location ⇒ [page 25](#)
- is checked by self-diagnosis
- Removing and installing ⇒ ["1 Mechatronics for double clutch gearbox J743 ", page 73](#)

6 - Selector lever lock solenoid - N110-

- Fitting position: is integrated firmly in the gearshift mechanism and cannot be replaced separately
- is checked by self-diagnosis
- Removal and installation is only possible together with the gearshift mechanism ⇒ ["2.8 Removing and installing selector mechanism", page 120](#)

7 - Selector lever - E313- with Tiptronic switch - F189- , selector lever sensor control unit - J587- and selector lever switch locked in P - F319-

- is checked by self-diagnosis

- Tiptronic switch - F189- , selector lever sensor control unit - J587- and selector lever switch locked in P - F319- are integrated into the shift mechanism.
- these components cannot be replaced separately; the removal and installation procedure is only possible together with the gearshift mechanism [⇒ "2.8 Removing and installing selector mechanism", page 120](#)

8 - The brake light switch - F- and brake pedal switch - F47-

- Fitting location [⇒ page 25](#)
- is checked by self-diagnosis
- removing and installing ⇒ Chassis; Rep. gr. 47

9 - Kick-down switch - F8-

- Fitting location [⇒ page 26](#)
- Signal transfer from engine control unit to gearbox control unit via CAN databus
- is checked by self-diagnosis
- Removing and Installing ⇒ Engine; Rep. gr. 20

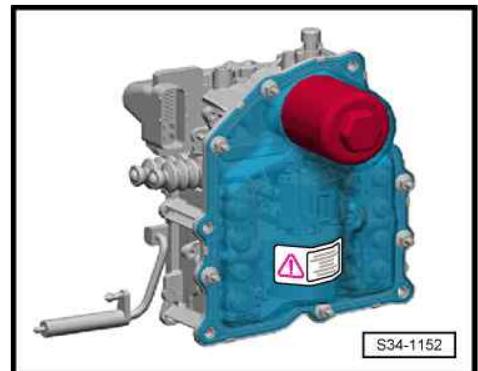
Mechatronics for double clutch gearbox - J743-

Fitting location: the mechatronics for double clutch gearboxes - J743- is screwed onto the front gearbox housing.

The control unit is firmly integrated in the mechatronics for double clutch gearbox - J743- .

The senders and the actuators are located in the mechatronics for double clutch gearbox - J743- . Further information can be found in ⇒ Self-study programme No. 75 ; Automatic gearbox DSG - 0AM .

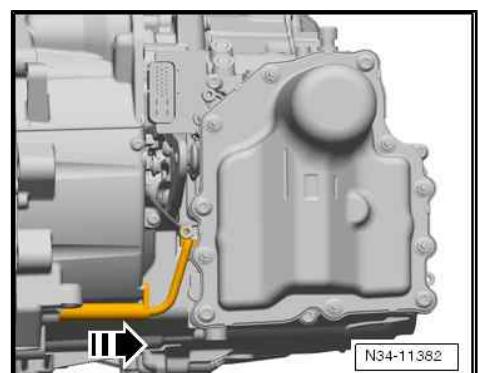
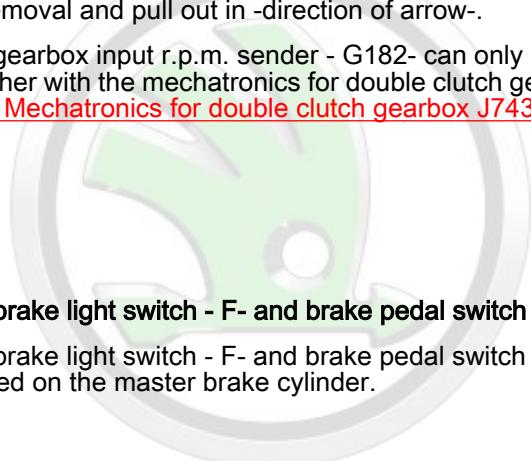
Removing and installing the mechatronics for double clutch gearbox - J743- [⇒ "1 Mechatronics for double clutch gearbox J743", page 73](#) .



Gearbox input r.p.m. encoder - G182-

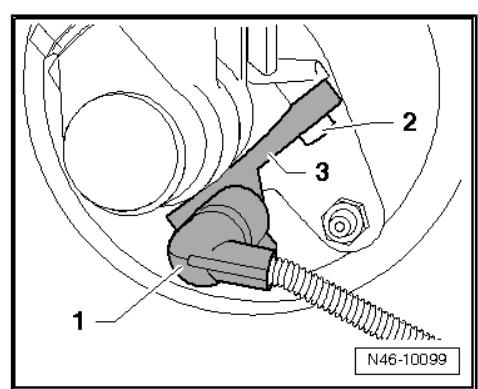
Fitting position: the gearbox input speed encoder - G182- is clipped onto the front of the gearbox housing. Release the sender for removal and pull out in -direction of arrow-.

The gearbox input r.p.m. sender - G182- can only be replaced together with the mechatronics for double clutch gearbox - J743- [⇒ "1 Mechatronics for double clutch gearbox J743", page 73](#) .



The brake light switch - F- and brake pedal switch - F47-

The brake light switch - F- and brake pedal switch - F47- -3- are located on the master brake cylinder.

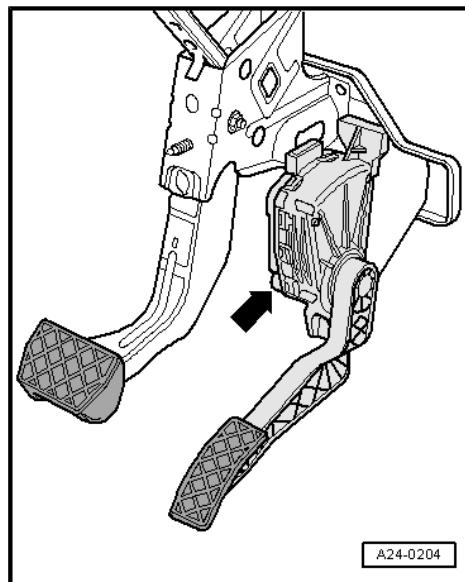




Kick-down switch - F8-

An initialised value of the accelerator pedal position sender - G79- / accelerator pedal position sender 2 - G185- (integrated in the accelerator pedal module) is stored as a kick-down signal in the engine control unit.

Fitting position: Accelerator pedal position encoder - G79- / accelerator pedal position sender 2 - G185- -arrow- are located on the foot controls.



6.1.3 Electric/electronic components and fitting locations of the automatic gearbox DSG - 0AM (Rapid)

1 - Diagnostic connection

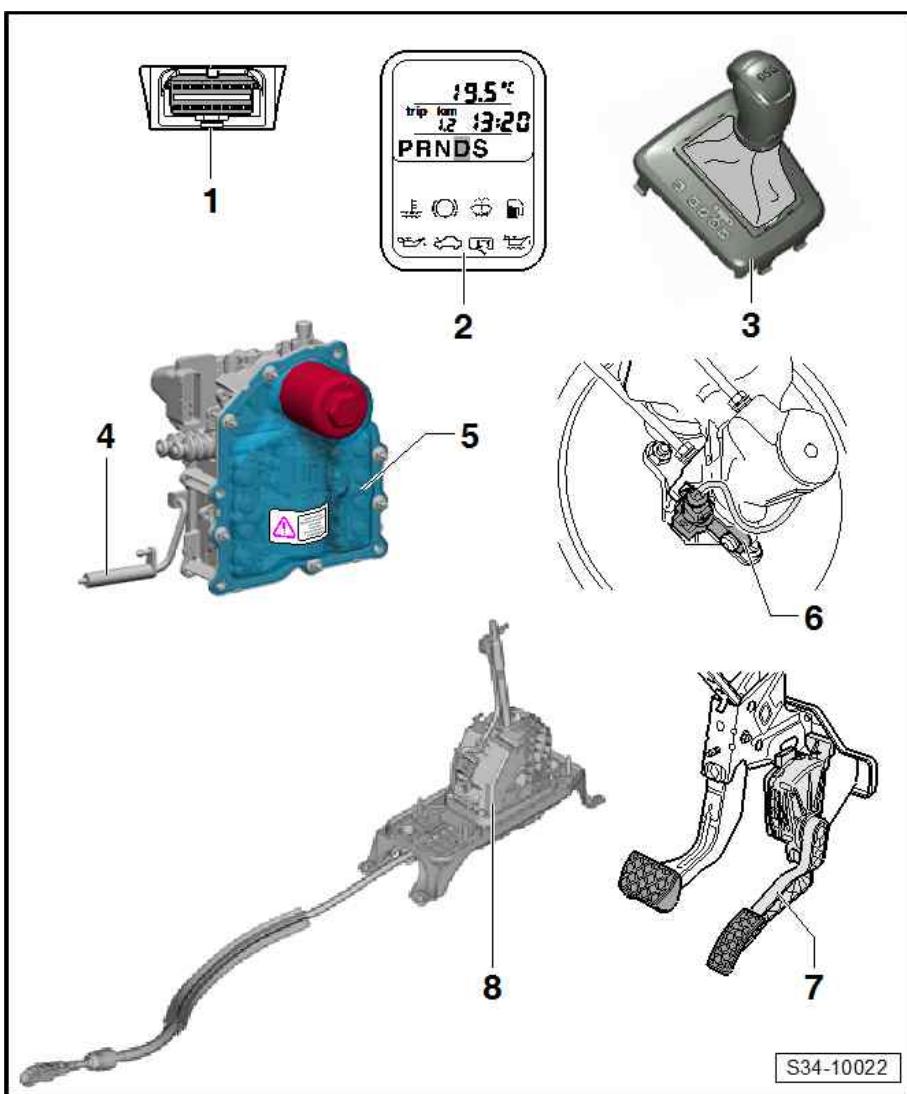
- Fitting location: under the cover in the driver's footwell

2 - Selector lever position indicator - Y6-

- Fitting location: built-in to the dash panel insert:
- a switched off gear display points to an emergency operation with deactivated gearbox control unit
- a fully lit gear display points to an emergency operation with activated gearbox control unit
- can only be replaced together with the dash panel insert ⇒ Electrical System; Rep. gr. 90

3 - Cover for shift mechanism with lamp for selector lever scale illumination - L101-

- the lamp for selector lever scale illumination - L101- is integrated in the cover for gearshift mechanism
- is checked by self-diagnosis
- Removing and installing
⇒ ["2.5 Removing and Installing the cover for the shift mechanism", page 111](#)



4 - Gearbox input r.p.m. sender - G182-

- Fitting location [⇒ page 27](#)
- is checked by self-diagnosis
- is a component and can only be removed and installed with the° mechatronics for double clutch gearbox - J743- [⇒ "1 Mechatronics for double clutch gearbox J743 ", page 73](#)

5 - Mechatronics for double clutch gearbox - J743-

- Fitting location [⇒ page 27](#)
- is checked by self-diagnosis
- Removing and installing [⇒ "1 Mechatronics for double clutch gearbox J743 ", page 73](#)

6 - The brake light switch - F- and brake pedal switch - F47-

- Fitting location [⇒ page 28](#)
- Signal transfer from engine control unit to gearbox control unit via CAN databus
- is checked by self-diagnosis
- removing and installing ⇒ Chassis; Rep. gr. 46

7 - Kick-down switch - F8-

- Fitting location [⇒ page 28](#)
- Signal transfer from engine control unit to gearbox control unit via CAN databus
- is checked by self-diagnosis
- Removing and Installing ⇒ Engine; Rep. gr. 20

8 - Shift mechanism

Selector lever - E313- with Tiptronic switch - F189-, selector lever sensor control unit - J587- , selector lever switch locked in P - F319- and selector lever lock solenoid - N110-
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- is checked by self-diagnosis
- these components cannot be replaced separately, the removal and installation procedure is only possible together with the gearshift mechanism [⇒ "2.8 Removing and installing selector mechanism", page 120](#)

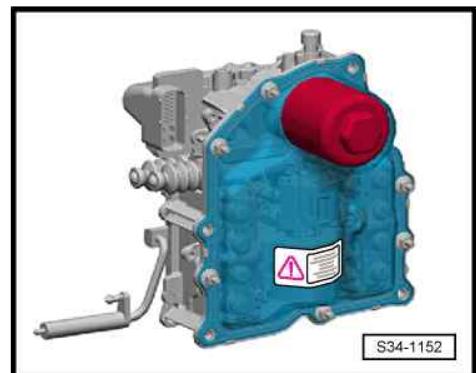
Mechatronics for double clutch gearbox - J743-

Fitting location: the mechatronics for double clutch gearboxes - J743- is screwed onto the front gearbox housing.

The control unit is firmly integrated in the mechatronics for double clutch gearbox - J743- .

The senders and the actuators are located in the mechatronics for double clutch gearbox - J743- . Further information on the same gearbox type 0AM can be found in ⇒ Self-study programme No. 75 a č. 94 ; Automatic gearbox DSG - 0AM .

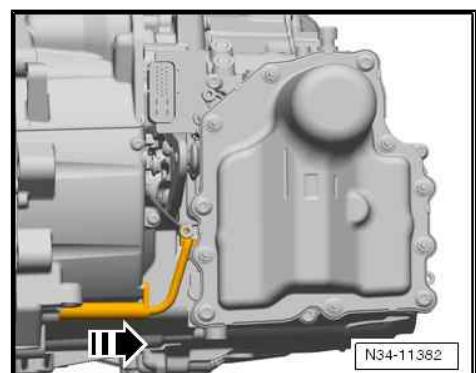
Removing and installing the mechatronics for double clutch gearbox - J743- [⇒ "1 Mechatronics for double clutch gearbox J743 ", page 73](#) .

**Gearbox input r.p.m. encoder - G182-**

Fitting position: the gearbox input speed encoder - G182- is clipped onto the front of the gearbox housing. Release the sender for removal and pull out in -direction of arrow-.

The gearbox input r.p.m. sender - G182- can only be replaced together with the mechatronics for double clutch gearbox - J743- [⇒ "1 Mechatronics for double clutch gearbox J743 ", page 73](#) .

Selector lever - E313- with Tiptronic switch - F189-, selector lever sensor control unit - J587- , selector lever switch locked in P - F319- and selector lever lock solenoid - N110-



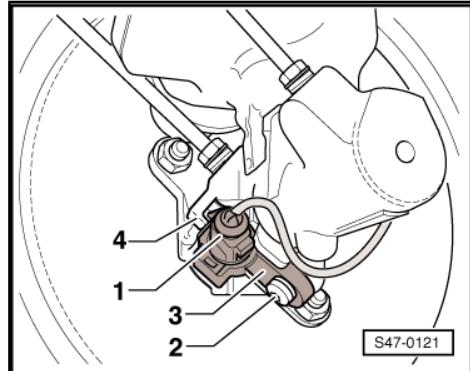


Fitting position: is integrated firmly in the gearshift mechanism
and cannot be replaced separately.

Removal and installation is only possible together with the
gearshift mechanism → [“2.8 Removing and installing selector
mechanism”, page 120](#)

The brake light switch - F- and brake pedal switch - F47-

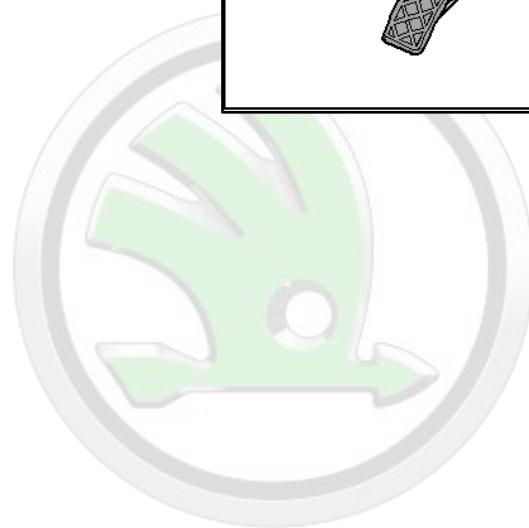
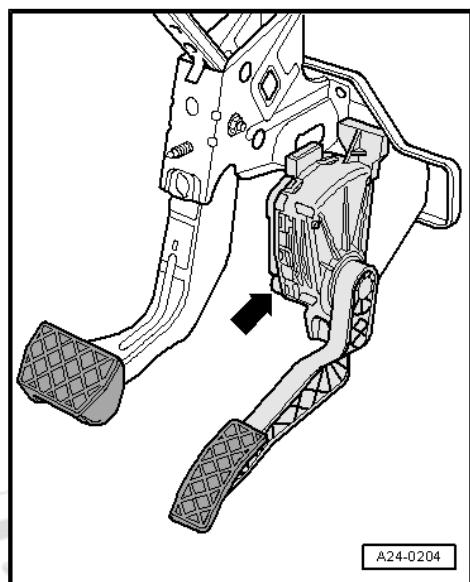
The brake light switch - F- and brake pedal switch - F47- -3- is located on the master brake cylinder -4-.



Kick-down switch - F8-

An initialised value of the accelerator pedal position sender - G79- / accelerator pedal position sender 2 - G185- (integrated in the accelerator pedal module) is stored as a kick-down signal in the engine control unit.

Fitting position: Accelerator pedal position encoder - G79- / ac-
celerator pedal position sender 2 - G185- -arrow- are located on
the foot controls.



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30 – Clutch

1 Clutch operation

⇒ “1.1 Assembly overview - clutch release mechanism”, page 29

⇒ “1.2 Removing and installing clutch release mechanism”, page 31

⇒ “1.3 Adjust clutch release mechanism”, page 38

1.1 Assembly overview - clutch release mechanism

⇒ “1.1.1 Summary of components - Clutch release mechanism, version up to 05.2011”, page 29

⇒ “1.1.2 Summary of components - Clutch release mechanism, version as of 06.2011”, page 30

1.1.1 Summary of components - Clutch release mechanism, version up to 05.2011

1 - Small engaging lever for K2 clutch

- is removed and installed together with the top and bottom part of the guide bushing
- replace when replacing the double clutch

2 - Adjusting washer for K2 clutch

- replace when replacing the double clutch
- Determine thickness ⇒ “1.3.1 Adjust clutch release mechanism, gearbox up to 05.2011”, page 38

3 - Small engaging bearing for K2 clutch

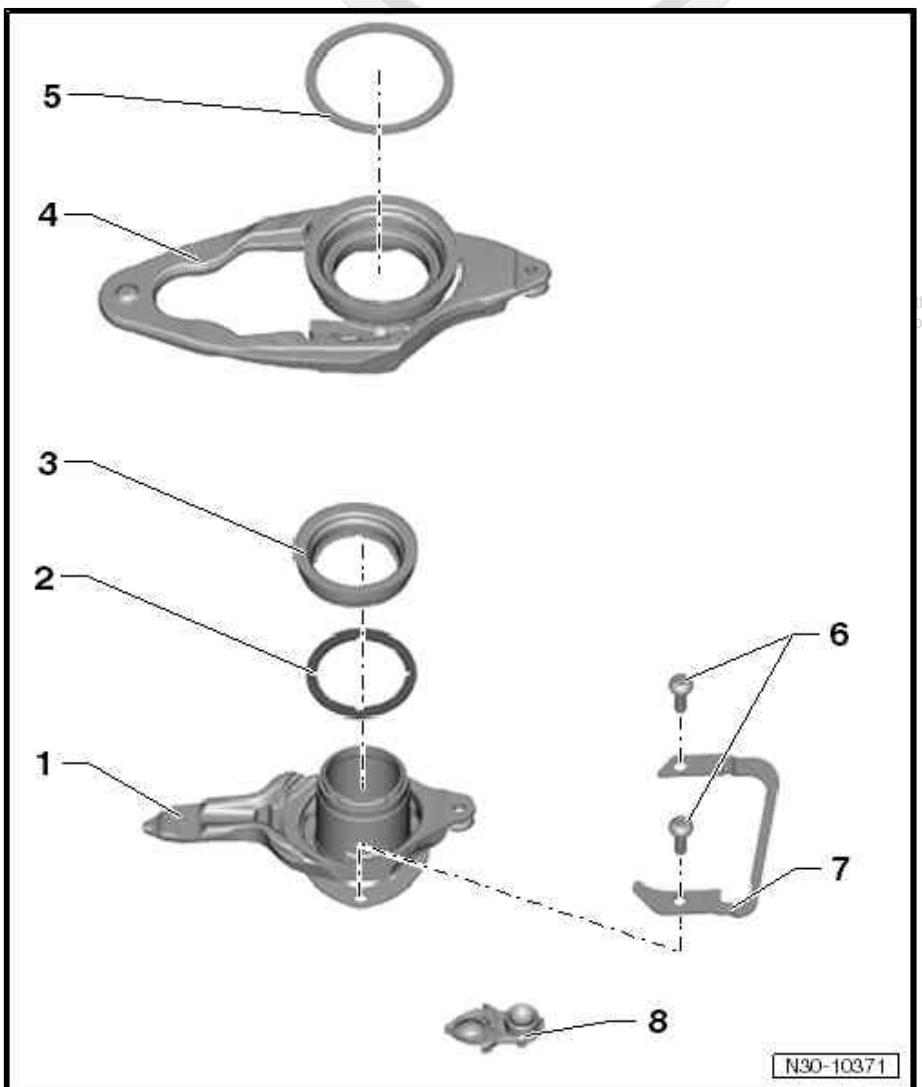
- replace when replacing the double clutch

4 - Large engaging lever for K1 clutch

- together with large engaging bearing
- replace when replacing the double clutch

5 - Adjusting washer for K1 clutch

- replace when replacing the double clutch
- Determine thickness ⇒ “1.3.1 Adjust clutch release mechanism, gearbox up to 05.2011”, page 38



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[page 38](#)

6 - Screw

- Replace after removal
- 8 Nm + 90°.

7 - Clamp

- not present on some older gearboxes
- replace when replacing the double clutch

8 - Support for the engaging lever

- replace when replacing the double clutch

1.1.2 Summary of components - Clutch release mechanism, version as of 06.2011

1 - Adjusting washer for K1 clutch

- Determine thickness ⇒ [“1.3.2 Adjusting the clutch release mechanism, gearbox as of 06.2011”, page 48](#)

2 - Large engaging lever for K1 clutch

- together with large engaging bearing
- replace when replacing the double clutch

3 - Hinge bearing

- for large engaging lever Pos. 2
- is not replaced

4 - Small engaging bearing for K2 clutch

- replace when replacing the double clutch

5 - Adjusting washer for K2 clutch

- Determine thickness ⇒ [“1.3.2 Adjusting the clutch release mechanism, gearbox as of 06.2011”, page 48](#)

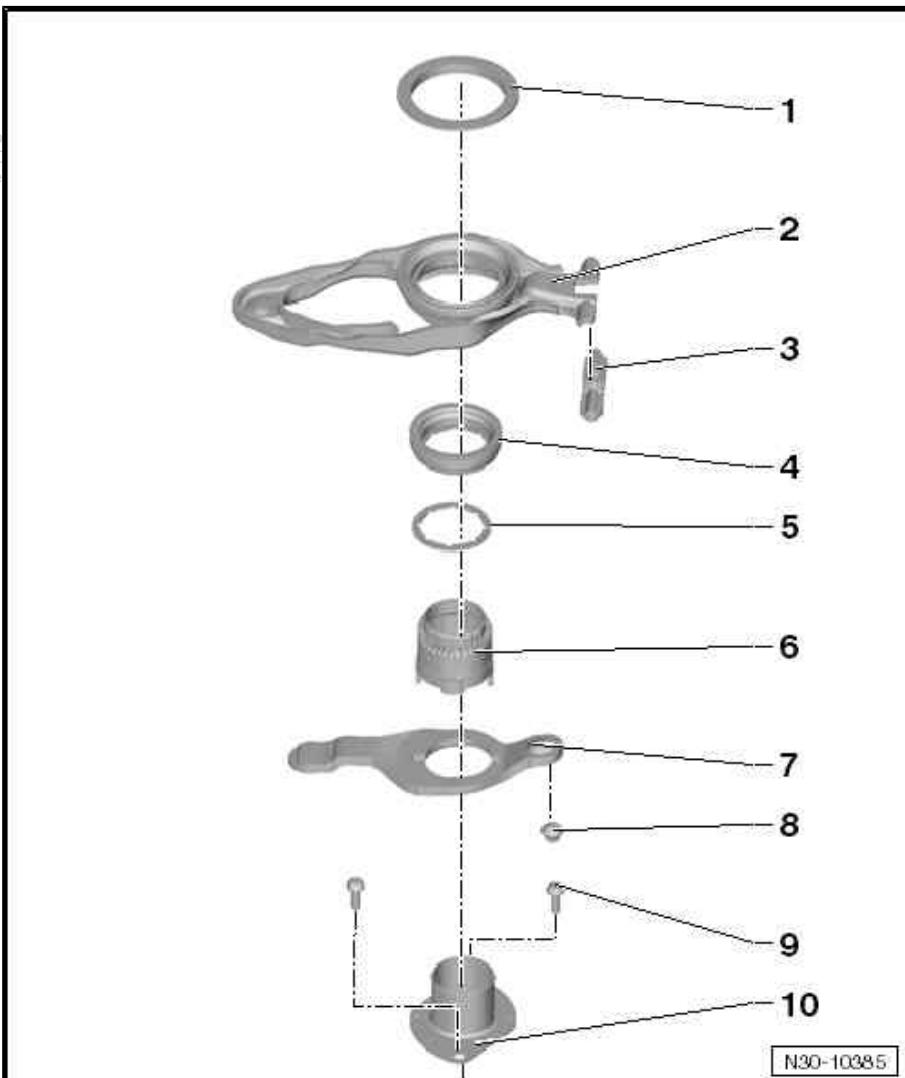
6 - Guide bushing-top part

- for small engaging lever Pos. 7
- is removed and installed together with the guide bushing-bottom part Pos. 7

7 - Small engaging lever for K2 clutch

- is removed and installed together with the top and bottom part of the guide bushing
- replace when replacing the double clutch

8 - Ball pin



- for small engaging lever Pos. 7
- replace when replacing the double clutch

9 - Screw

- Replace after removal
- 8 Nm + 90°.

10 - Guide bushing-bottom part

- for small engaging lever Pos. 7
- is removed and installed together with the guide bushing-top part Pos. 6

1.2 Removing and installing clutch release mechanism

⇒ “1.2.1 Removing and installing clutch release mechanism, version up to 05.2011”, page 31

⇒ “1.2.2 Removing and installing clutch release mechanism, version as of 06.2011”, page 34

1.2.1 Removing and installing clutch release mechanism, version up to 05.2011

Special tools and workshop equipment required

- ◆ Adhesive - AMV 195 KD1 01-



Caution

If the double clutch has to be replaced, the following parts must always be replaced too:

- ◆ The two engaging levers with the gear shift bearings
- ◆ Bearing of the engaging lever
- ◆ Shims for gear shift bearings

After replacing the double clutch and the corresponding parts, the position of the gear shift bearings for clutches K1 and K2 will always require re-adjusting ⇒ “1.3.1 Adjust clutch release mechanism, gearbox up to 05.2011”, page 38



Note

- ◆ If all the listed parts are only removed and installed, no re-adjustment is necessary.

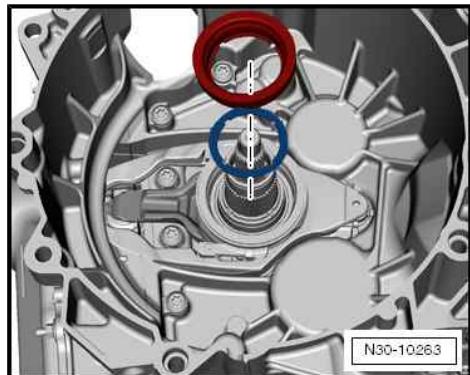
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- Double clutch gearbox removed ⇒ “2.2 Remove double clutch”, page 63
- The mechatronics for double clutch gearbox -J743- is installed on the gearbox

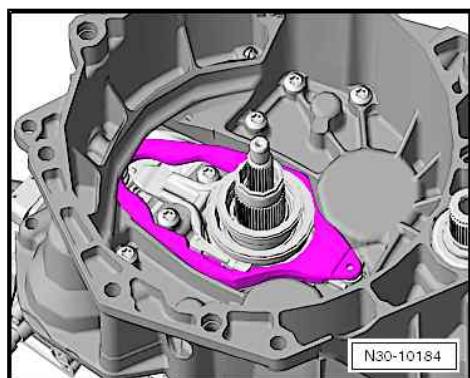
Removing



- Remove the small engaging bearing with the adjusting washer.



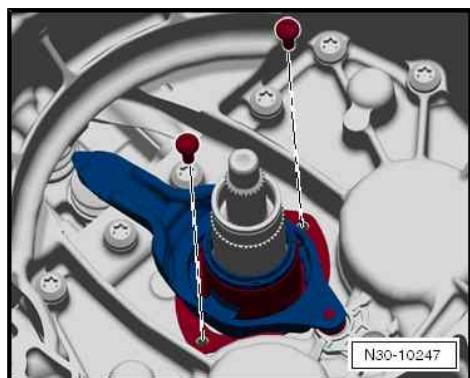
- Remove the large engaging lever.



- Remove screws and remove the small engaging lever with clamp.



Only some older gearboxes have no clamp.



- Remove the support for the engaging lever.

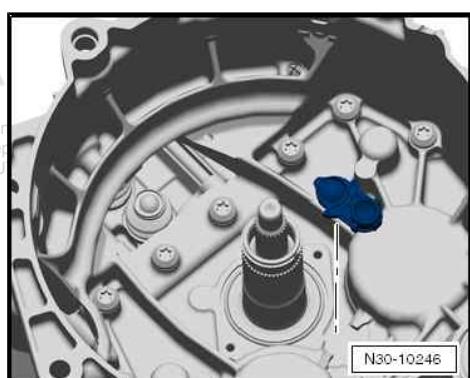
Installing

The large adjusting washer for the clutch K1 is installed on the large bearing, the small adjusting washer for the clutch K2 is installed under the small bearing.



Caution

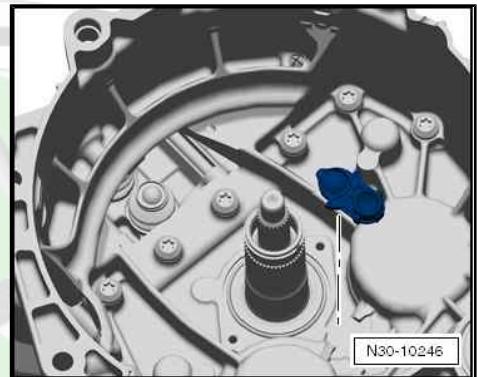
Do not oil or grease!



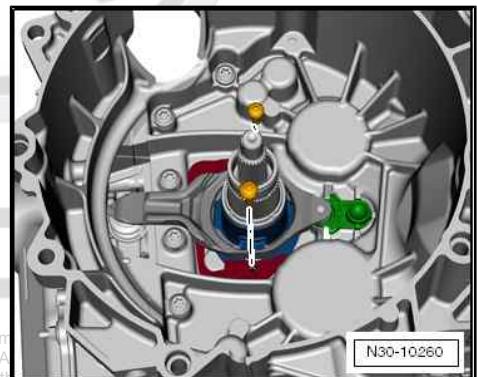
- Insert the plastic support of the engaging levers and check for correct fit.

**Note**

Only some older gearboxes have no clamp. New gearboxes always have a clamp.



- Use two screws to install the small engaging lever with clamp.
- The support of the engaging levers and the complete mechanism for the engaging bearings must be dry and free of oil or grease.
- If necessary, clean these component parts with a clean cloth.

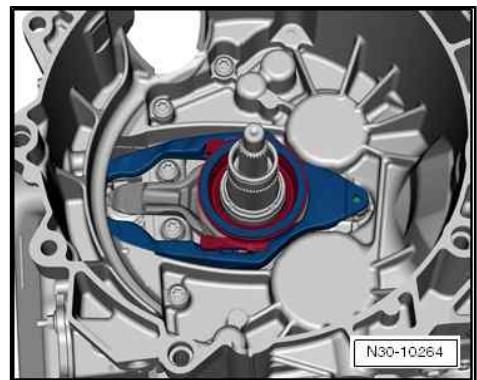


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- Insert the large engaging lever.

This larger engaging lever is for clutch K1.

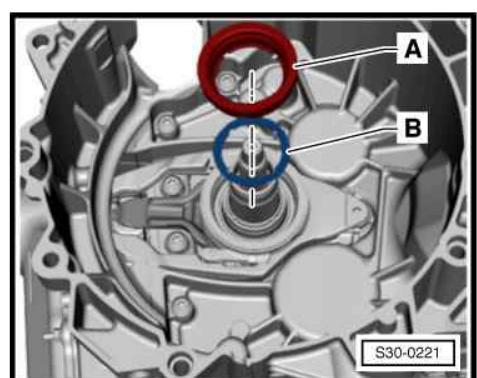
- Check the correct fit of both engaging levers.



- Insert the small engaging bearing -A- for K2 with the measured adjusting washer -B-.

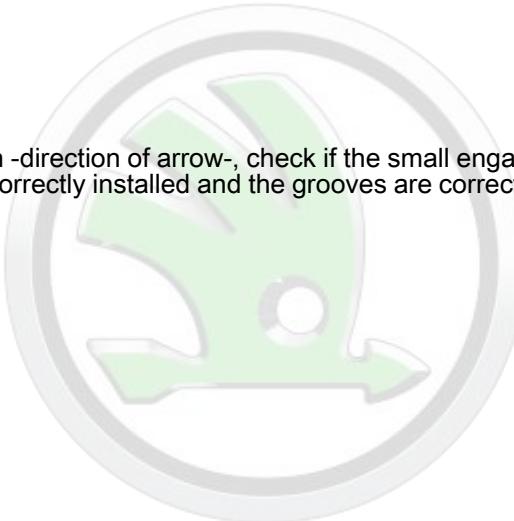
Determine the thickness of the adjusting washer [⇒ “1.3 Adjust clutch release mechanism”, page 38](#)

The adjusting washer -B- belongs under the small engaging bearing -A-. Therefore, insert the adjusting washer first.





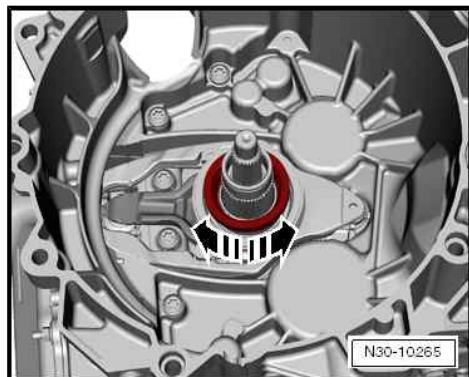
- The small engaging bearing fits in only one position due to the 4 grooves.



- While turning in -direction of arrow-, check if the small engaging bearing is correctly installed and the grooves are correctly positioned.



N30-10232



N30-10265

- Fix adjusting washer for K1 -A- with 3 drops of adhesive - AMV 195 KD1 01- -arrows- on the bearing.

This prevents that the washer slips out of its position when the clutch is inserted.

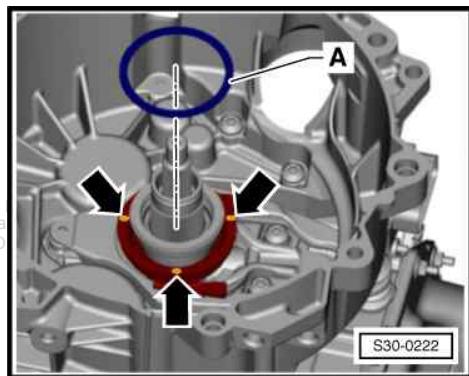
Tightening torques - summaries of components

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Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal!



S30-0222

- ◆ Small engaging lever with clamp on gearbox [⇒ "1.1.1 Summary of components - Clutch release mechanism, version up to 05.2011", page 29](#)

1.2.2 Removing and installing clutch release mechanism, version as of 06.2011



Caution

When replacing the double clutch, the following parts must always be replaced too:

- ◆ *the two engaging levers with engaging bearings*
- ◆ *Ball pin of the engaging lever for clutch K2*
- ◆ *Shims for engaging bearing*

After replacing the double clutch and the corresponding parts, the position of the engaging bearings for clutches K1 and K2 will always require re-adjusting [⇒ "1.3.2 Adjusting the clutch release mechanism, gearbox as of 06.2011", page 48](#).

**Note**

- ◆ If all the mentioned parts are only removed and reinstalled, there is nothing to adjust.
- ◆ The circlip must be replaced under all circumstances.
- Double clutch gearbox removed [⇒ “2.2 Remove double clutch”, page 63](#)
- Mechatronics for double clutch gearbox -J743- installed

Removing

- Remove large engaging lever together with the shims and bearing.

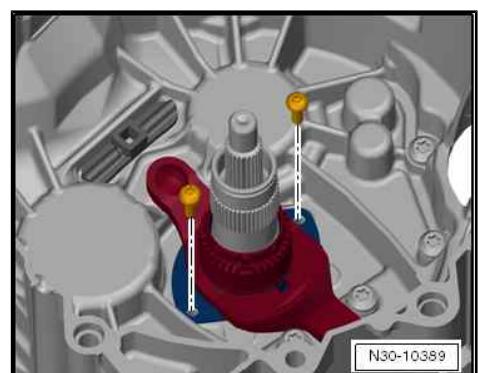
**Note**

Guide bushing top part cannot be removed or installed individually. It is always removed and installed together with the guide bushing bottom part and small engaging bearing.

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- Remove screws and remove the small engaging lever.



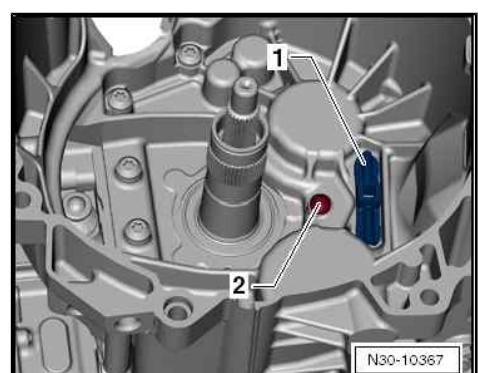
If no parts are replaced, the ball pin -2- remains installed.

**Note**

The hinge bearing -1- cannot be removed.

Installing

The large adjusting washer for the clutch K1 is inserted with the semispherical side downwards on the large bearing, the small adjusting washer for the clutch K2 is inserted under the small bearing.

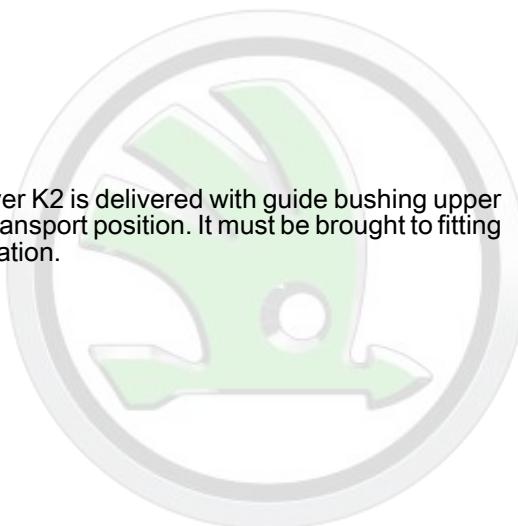
**Caution**

Do not oil or grease!

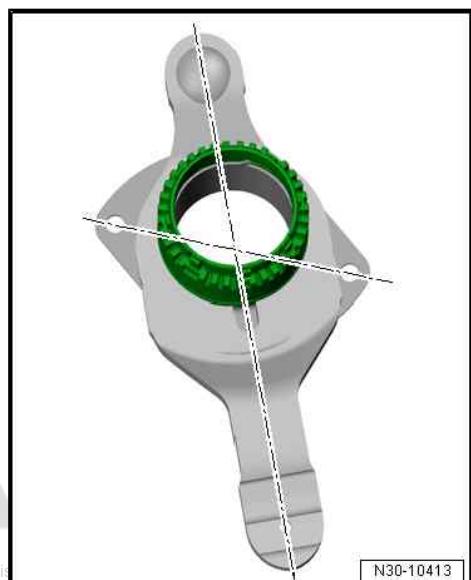
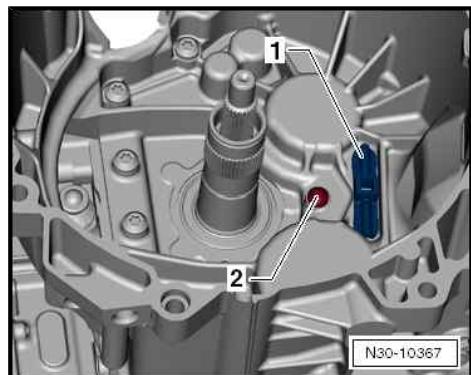


- Insert ball pin -2-.

Installation instructions for the new engaging lever K2



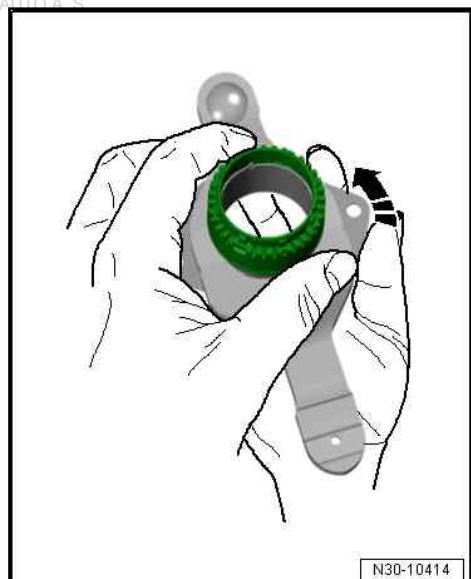
The new engaging lever K2 is delivered with guide bushing upper and lower part in the transport position. It must be brought to fitting position before installation.



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- Only guide bushing upper part by hand.
- Turn the guide bushing bottom part with your other hand in the -direction of arrow- at the same time so that the sleeve can be moved freely.

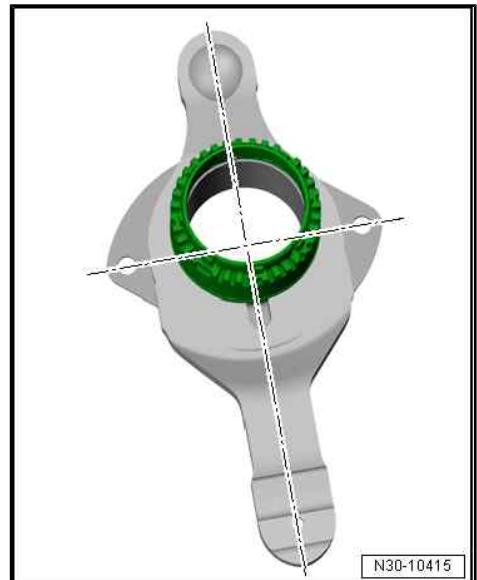
Since a large amount of force is needed to turn the guide bushing bottom part, hold the two parts of the engaging lever firm.



In the installation position, the openings of the guide bushing bottom part lie vertically to the engaging lever and the sleeve can be moved freely at the same time.



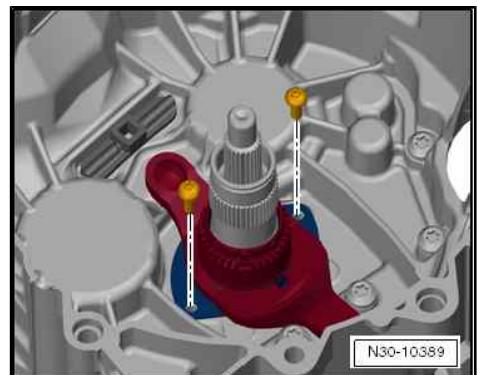
- Insert the small engaging lever with the top and bottom part of the guide bushing and tighten the screws.



- Insert the second, larger engaging lever with the measured adjusting washers for clutch K1 and K2.

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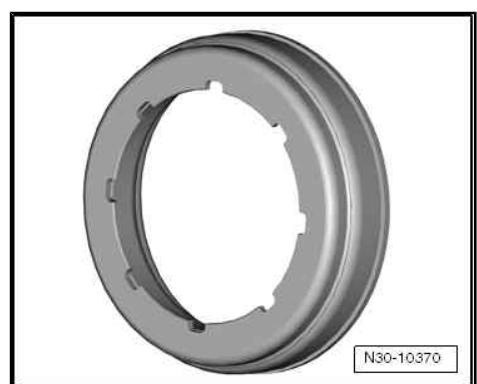
The large adjusting washer for the clutch K1 is inserted with the semispherical side downwards on the large bearing, the small adjusting washer for the clutch K2 is inserted under the small bearing.



The small engaging bearing and the adjusting washer fit in only one position due to the 8 grooves.

- Insert the small engaging bearing.
- While turning the bearing, check if it is correctly installed and the grooves are correctly positioned.
- Check the correct fit of both engaging levers.

Tightening torques - summaries of components





Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Small engaging lever on gearbox [⇒ “1.1.2 Summary of components - Clutch release mechanism, version as of 06.2011”, page 30](#)

1.3 Adjust clutch release mechanism

[⇒ “1.3.1 Adjust clutch release mechanism, gearbox up to 05.2011”, page 38](#)

[⇒ “1.3.2 Adjusting the clutch release mechanism, gearbox as of 06.2011”, page 48](#)

1.3.1 Adjust clutch release mechanism, gearbox up to 05.2011

Special tools and workshop equipment required

- ◆ Gauge block - T10374-
- ◆ Straightedge - T40100-
- ◆ Adhesive - AMV 195 KD1 01-
- ◆ Digital depth gauge



Caution

When replacing the double clutch, the following parts must always be replaced too:

- ◆ *the two engaging levers with engaging bearings*
- ◆ *Bearing of the engaging lever*
- ◆ *Shims for engaging bearing*

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After replacing the double clutch and the corresponding parts, the position of the engaging bearings for clutches K1 and K2 will always require re-adjusting.



Note

- ◆ *If all the mentioned parts are only removed and reinstalled, there is nothing to adjust.*
- ◆ *The circlip must be replaced under all circumstances.*

Conditions

- The mechatronics is installed.
- Double clutch gearbox removed [⇒ “2.2 Remove double clutch”, page 63](#)
- Only use proper tools.
- The flange of the clutch housing must be free of irregularities, as the only way to ensure good contact with the straightedge.

Short description

The position of the engaging bearing is comparable with the clutch play of a mechanical manual gearbox. In the automatic gearbox DSG - 0AM, there are tolerances in the engaging system of the gearbox and in the gearbox itself. There are tolerances,

even within the double clutch. These tolerances must be considered separately when adjusting.

In the following procedure, you will first see how to determine all the necessary dimensions on the gearbox side in order to identify the suitable adjusting washer. This has an impact on the clutch tolerances determined earlier by the manufacturer. The tolerances on the gearbox side and the tolerances in the clutch determine the thickness of the adjusting washer.

- The order of work steps must be observed!



Caution

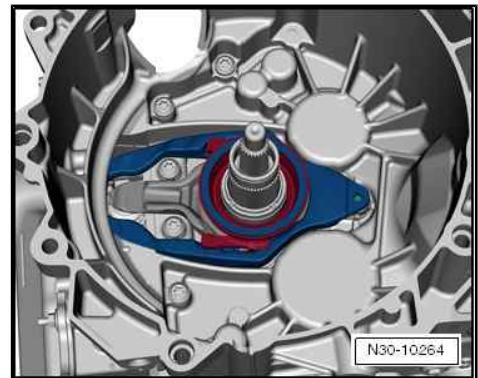
Risk of damage to the clutch as well as to other components.

Bearing of the engaging lever and the entire engaging bearing mechatronics must be dry and free of oil and grease.

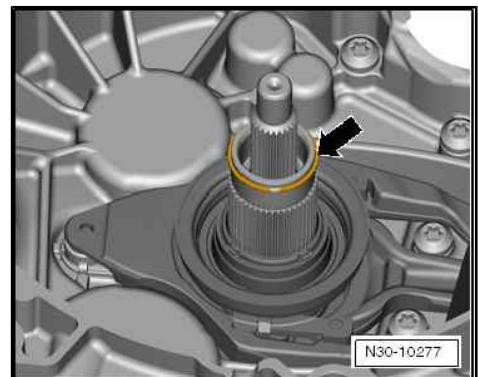
Preparation

- Install the parts of the clutch up to the large engaging lever [“1.2.1 Removing and installing clutch release mechanism, version up to 05.2011”, page 31](#).
- Do not install the small engaging bearing and do not insert an adjusting washer.

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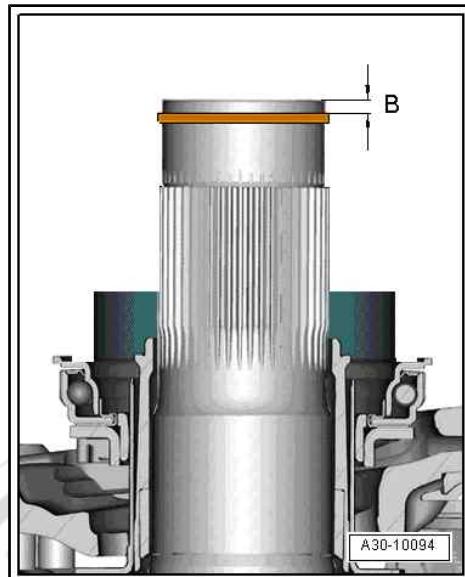


- Install the circlip of the outer drive shaft -arrow-.





Determine dimension -B-.



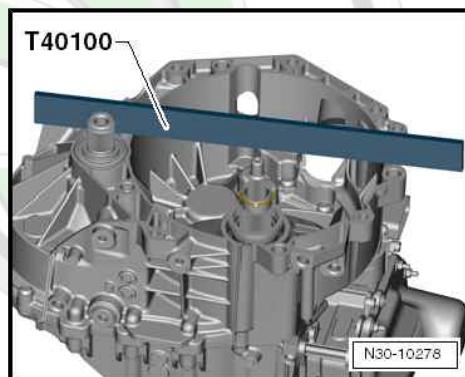
- Place the straightedge - T40100- upright on the flange of the clutch housing.



Caution

The straightedge - T40100- must remain in this position during the following measurements.

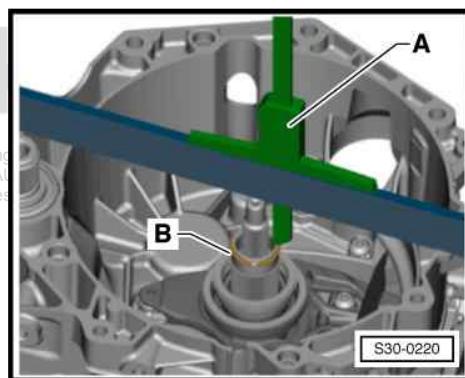
Do not turn or remove it.



- Place the digital depth gauge -A- on the outer drive shaft -B-.
- Perform null balance of the digital depth gauge .

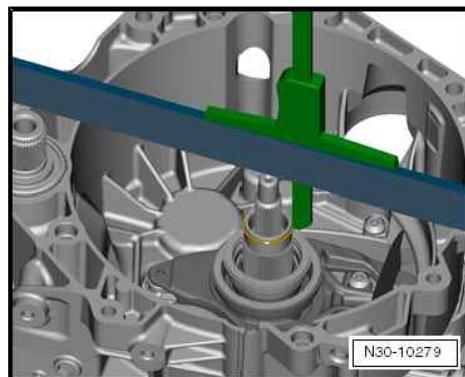
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- Measure the distance to the circlip.
- Note the result and name it B1.

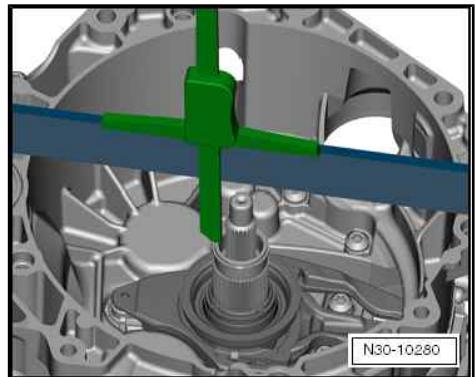
Example: B1 = 2.91 mm



- Measure the dimension B once more at the opposite point.
- Note the result and name it B₂.
- Do not measure on the joint of the ring. The ring could be pressed off from the joint and thus the measuring result will be inaccurate.
- Remove circlip again.
- This ring must not be re-used!
- Determine the mean value from both measurement results.

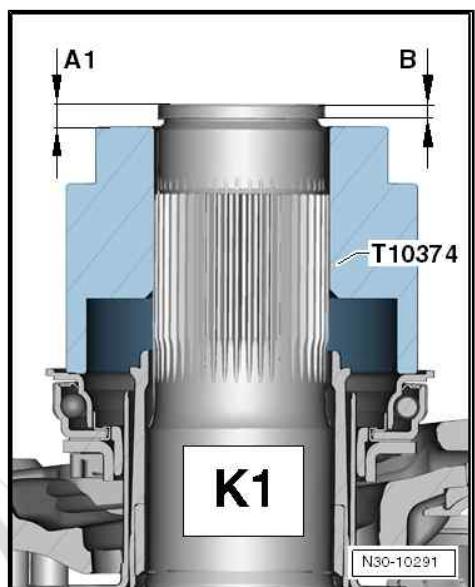
Example:

$$\text{Dimension B} = B_1 + B_2 / 2 = 2.91 + 3.02 = 2.96$$



Determine dimension -A1- of the large engaging bearing for clutch K1.

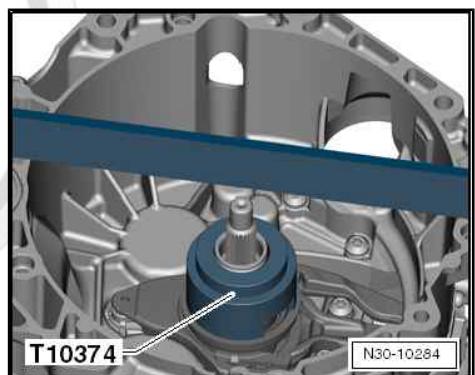
- Do not insert an adjusting washer!



- Position the gauge block - T10374- on the large engaging bearing.

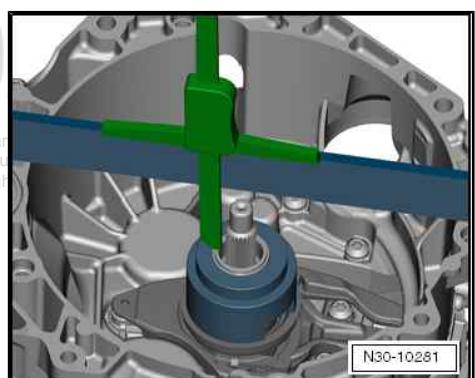
The flat side faces upwards.

- Press on the gauge block - T10374-, and simultaneously rotate to ensure correct seating.
- The gear shift bearing rotates with the gauge block - T10374- .



- Attach the digital depth gauge facing upwards on the straight-edge and place the rod of the depth gauge on the outer driveshaft.
- The straightedge - T40100- is already positioned upright on the flange of the clutch housing.

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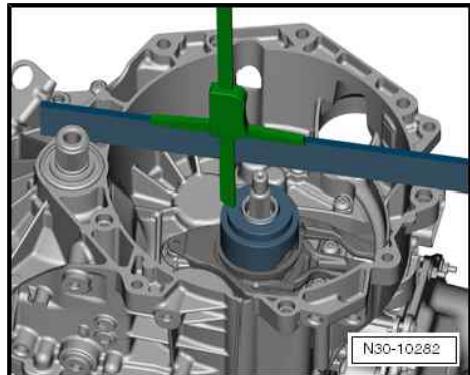


Caution

The straightedge - T40100- must remain in this position during the following measurements.

Do not turn or remove it.

- Perform null balance of the digital depth gauge .
- Position the rod of the digital depth gauge on the gauge block - T10374- , as shown in the figure, and measure the distance from the shaft end.



- Position the digital depth gauge twice at opposite-facing points for a precise measurement.

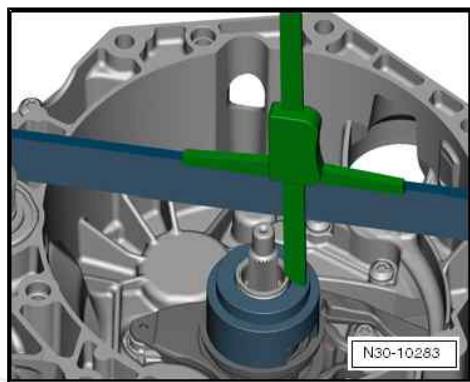
In this way, an even more precise value is determined as the inaccuracy resulting from the wobbling on the engaging bearing is thus minimised.

- Calculate the mean value of both measurements.
- Note this value and name it A1.

Example:

$$\text{Dimension A1} = 2.61 + 2.812 = 2.71$$

Result: dimension A1 = 2.71 millimetres



Determining the installation depth of the gear shift bearing for clutch K1

On the basis of measured dimension A1 and dimension B, the actual value for the installation depth of the gear shift bearing for clutch K1 is determined by the following calculation.

	Dimension A1
-	Dimension B
+	Height of the gauge block - T10374- (fixed value 51.81 mm)
=	Actual value for the installation depth of the gear shift bearing K1

Example calculation:

- ◆ $2.71 \text{ mm} - 2.96 \text{ mm} + 51.81 \text{ mm} = 51.56 \text{ mm}$
- ◆ Value for the installation depth of gear shift bearing for clutch K1 = 51.56 mm

Determining the clutch play of K1

The clutch play of clutch K1 is now determined as follows on the basis of the actual value and the specified value for the installation depth of the gear shift bearing.

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	Actual value for the installation depth of the gear shift bearing
-	Specified value for the installation depth of the gear shift bearing (50.08 mm, fixed value)
=	Clutch play of clutch K1

Example calculation:

- ◆ $51.56 \text{ mm} - 50.08 \text{ mm} = 1.48 \text{ mm}$
- ◆ Clutch play of clutch K1 = 1.48 mm

Determining the clutch tolerance of clutch K1

- Please read off the value of the clutch tolerance from the new clutch.
- ◆ The clutch tolerance value you have read off for clutch K1 is 0.0 mm

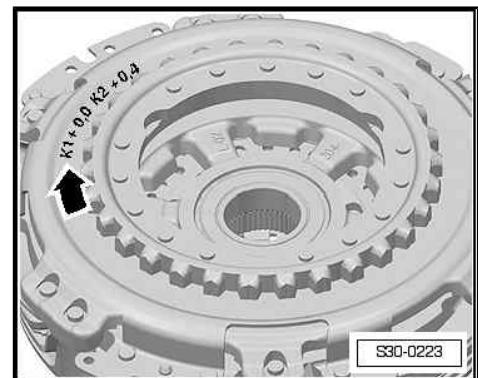
Determining the thickness of the adjusting washer SK1

The thickness of adjusting washer SK1 is now determined as follows on the basis of the determined clutch play and clutch tolerance for clutch K1.

	Clutch play of clutch K1
-/+	Clutch tolerance of clutch K1
=	Determined thickness of adjusting washer SK1

Example calculation:

- ◆ $1.48 \text{ mm} + 0.0 \text{ mm} = 1.48 \text{ mm}$
- ◆ Determined thickness of adjusting washer SK1 = 1.48 mm
- Select the correct washer from the table.



Determined thickness of the washer		Washer to be installed in mm
from	to	
0.31	0.90	0.8
0.91	1.10	1.0
1.11	1.30	1.2
1.31	1.50	1.4
1.51	1.70	1.6
1.71	1.90	1.8
1.91	2.10	2.0
2.11	2.30	2.2
2.31	2.50	2.4
2.51	2.70	2.6
2.71	3.30	2.8

Example:

- ◆ Determined thickness of adjusting washer SK1 = 1.48 mm
- ◆ Selected thickness of the adjusting washer = 1.4 mm

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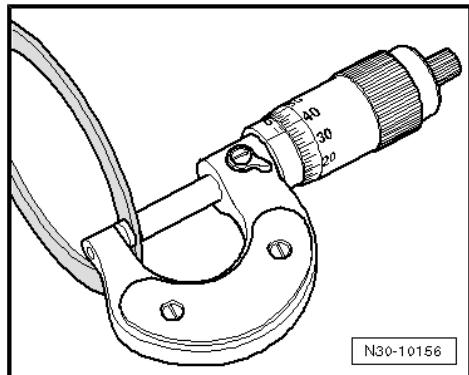
- Measure all the adjusting washers and prepare the corresponding adjusting washer for installation.



Caution

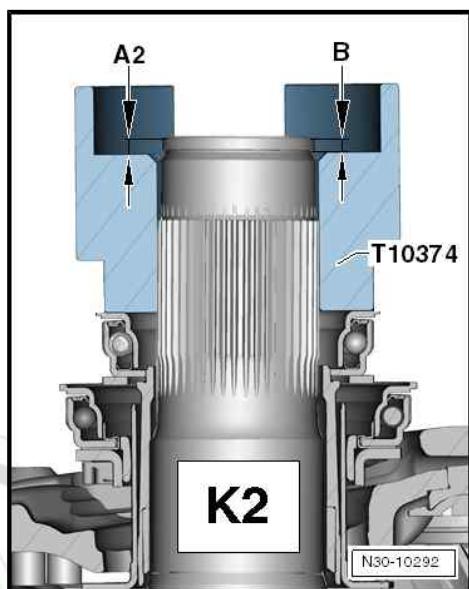
Risk of damage to gearbox!

- ◆ **Mark adjusting washer SK1 and prepare it as follows for installation.**
- ◆ **Only this adjusting washer SK1 may be used for adjustment.**



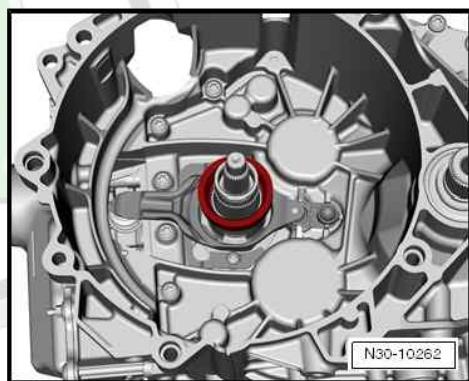
N30-10156

Determine dimension -A2- of the small engaging bearing for clutch K2.



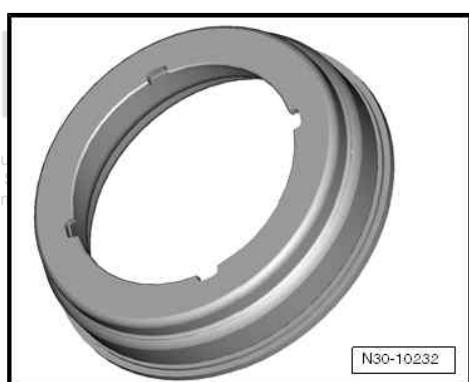
N30-10292

- Only insert the small bearing.



N30-10262

The small engaging bearing fits in only one position due to the 4 grooves.

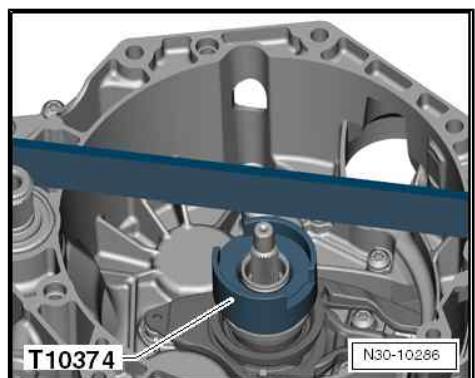


N30-10232

- While turning -arrows-, check if the small engaging bearing is correctly installed and the grooves are correctly positioned.
- Do not insert an adjusting washer!



- Position the gauge block - T10374- with the large opening upwards on the small bearing.
- Lay the straightedge - T40100- at a right angle over the shaft end onto the gearbox flange.

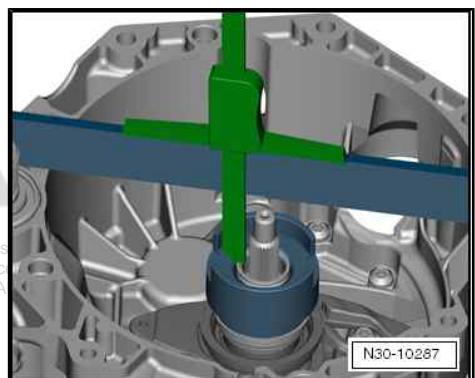


- Attach the digital depth gauge upwards on the straightedge - T40100- and place the rod of the depth gauge onto the outer driveshaft.
- Perform null balance of the digital depth gauge .

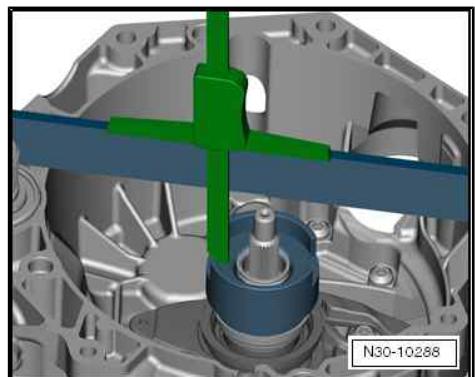
**Caution**

The straightedge - T40100- must remain in this position during the following measurements.

Do not turn or remove it.



- Place the rod of the depth gauge on the gauge block - T10374- , as shown in the figure.
- Measure the distance of A2 from the shaft end to the gauge block - T10374- .





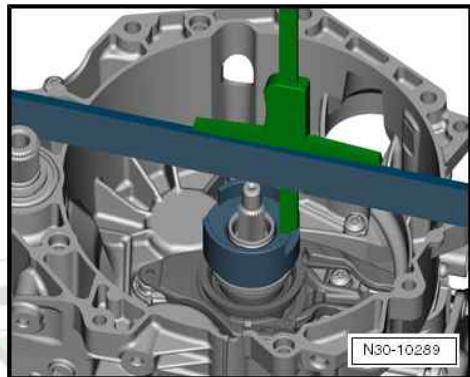
Position the digital depth gauge twice at opposite-facing points for a precise measurement.

In this way, an even more precise value is determined as the inaccuracy resulting from the wobbling on the engaging bearing is thus minimised.

- Calculate the mean value of both measurements to the gauge block - T10374- .
- Note this value and name it A2.

Example calculation:

- ◆ Dimension A2 = $2.50 + 2.542 = 2.52$
- ◆ Result: A2 = 2.52 mm



Determining the installation depth of the gear shift bearing for clutch K2

On the basis of measured dimension A2 and dimension B, the actual value for the installation depth of the gear shift bearing for clutch K2 is determined by the following calculation.

Dimension A2
- Dimension B
+ Inside height of the gauge block - T10374- (fixed value 36.20 mm)
= Actual value for the installation depth of the gear shift bearing K2

Example calculation:

- ◆ $2.52 \text{ mm} - 2.96 \text{ mm} + 36.20 \text{ mm} = 35.76 \text{ mm}$
- ◆ Result: actual value for the installation depth of the gear shift bearing K2 - 35.76 mm

Determining the clutch play of K2

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The clutch play of clutch K2 is now determined as follows on the basis of the actual value and the specified value for the installation depth of the gear shift bearing.

Actual value for the installation depth of the gear shift bearing
- Specified value for the installation depth of the gear shift bearing (34.35 mm, fixed value)
= Clutch play of clutch K2

Example calculation:

- ◆ $35.76 \text{ mm} - 34.35 \text{ mm} = 1.41 \text{ mm}$
- ◆ Result: clutch clearance K2 = 1.41 mm

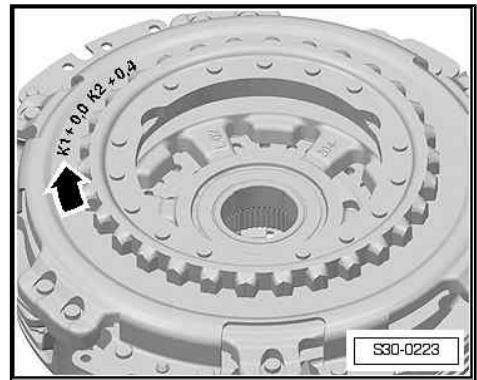
Determining the clutch tolerance of clutch K2

- Please read off the value of the clutch tolerance from the new clutch.
- ◆ The clutch tolerance value you have read off for clutch K2 is 0.4 mm

Determining the thickness of the adjusting washer SK2

The thickness of adjusting washer SK2 is now determined as follows on the basis of the determined clutch play and clutch tolerance for clutch K2.

	Clutch play of clutch K2
-/+	Clutch tolerance of clutch K2
=	Determined thickness of adjusting washer SK2



S30-0223

Example calculation:

- ◆ 1.41 mm minus +0.4 mm = 1.81 mm
- ◆ Determined thickness of adjusting washer SK2 = 1.81 mm
- Select the correct washer from the table.

Determined thickness of the washer		Washer to be installed in mm
from	to	
0.31	0.90	0.8
0.91	1.10	1.0
1.11	1.30	1.2
1.31	1.50	1.4
1.51	1.70	1.6
1.71	1.90	1.8
1.91	2.10	2.0
2.11	2.30	2.2
2.31	2.50	2.4
2.51	2.70	2.6
2.71	3.30	2.8

Example:

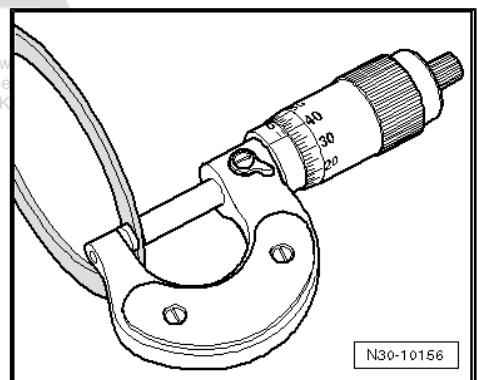
- ◆ Determined thickness of adjusting washer SK2 = 1.81 mm
- ◆ Selected thickness of the adjusting washer = 1.8 mm
- Measure all the adjusting washers and prepare the corresponding adjusting washer for installation.



Caution

Risk of damage to gearbox!

- ◆ **Mark adjusting washer SK2 and prepare it as follows for installation.**
- ◆ **Only this adjusting washer SK2 may be used for adjustment.**



N30-10156

The adjusting washer for K2 is then also determined. Please install this adjusting washer when installing the clutch at a later stage. This washer belongs under the small engaging bearing.



The clutch can be installed [⇒ “2.3 Install double clutch”, page 66](#).

1.3.2 Adjusting the clutch release mechanism, gearbox as of 06.2011

Special tools and workshop equipment required

- ◆ Gauge block - T10466-
- ◆ Straightedge - T40100-
- ◆ Digital depth gauge



Caution

When replacing the double clutch, the following parts must always be replaced too:

- ◆ *the two engaging levers with engaging bearings*
- ◆ *Ball pin of the engaging lever for clutch K2*
- ◆ *Shims for engaging bearing*

After replacing the double clutch and the corresponding parts, the position of the engaging bearings for clutches K1 and K2 will always require re-adjusting.



Note

- ◆ *If all the mentioned parts are only removed and reinstalled, there is nothing to adjust.*
- ◆ *The circlip must be replaced under all circumstances.*

Short description

The position of the engaging bearing is comparable with the clutch play of a mechanical manual gearbox. In the automatic gearbox DSG - 0AM, there are tolerances in the engaging system of the gearbox and in the gearbox itself. There are tolerances, even within the double clutch. These tolerances must be considered separately when adjusting.

In the following procedure, you will first see how to determine all the necessary dimensions on the gearbox side in order to identify the suitable adjusting washer. The tolerances on the gearbox side and the tolerances in the clutch determine the thickness of the adjusting washer.

Conditions

- Double clutch gearbox removed [⇒ “2.2 Remove double clutch”, page 63](#)
- The mechatronics is installed.
- Only use proper tools.
- The flange of the clutch housing must be free of irregularities, permitted as the only way to ensure good contact with the straightedge any liability with respect to the correctness of information in this document. Copyright by SKODA AUTO A. S.
- The order of work steps must be observed!



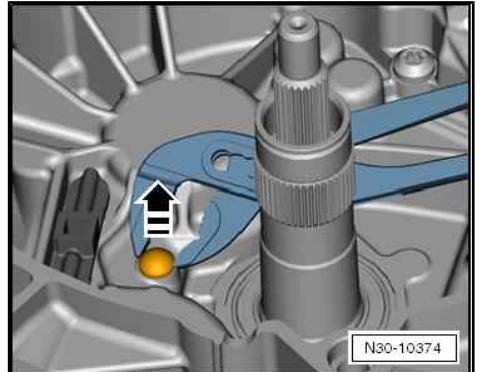
Caution

Risk of damage to the clutch as well as to other components.

Bearing of the engaging lever and the entire engaging bearing mechatronics must be dry and free of oil and grease.

Removing and installing the ball pin

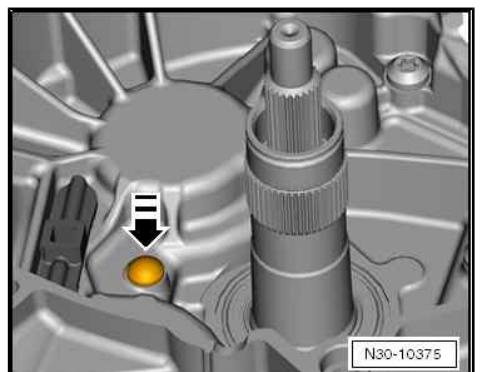
- Remove the ball stud using pliers.



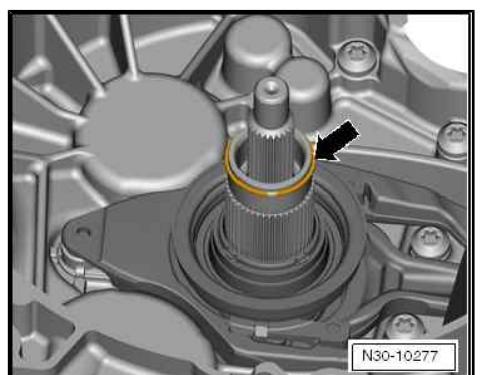
- Install a new ball pin.

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Note Press in the ball pin by hand, if necessary slightly drive in with a plastic hammer (in order not to damage the ball pin).

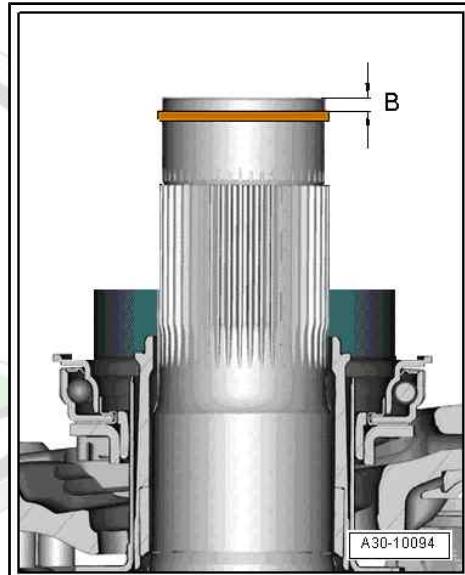


- Install the old circlip of the outer drive shaft -arrow-.





Determine dimension -B-.



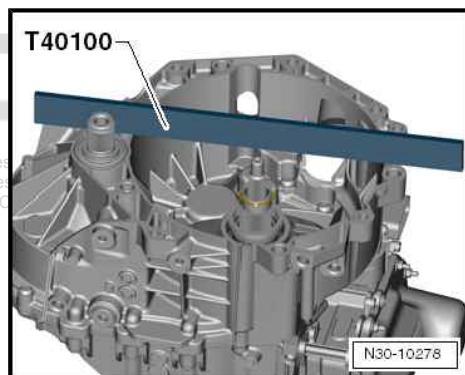
- Place the straightedge - T40100- upright on the flange of the clutch housing.



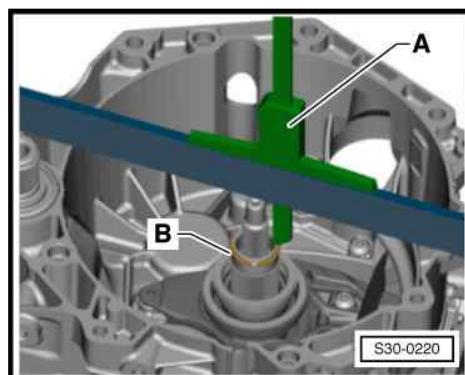
Caution

Protected by copyright. Copying for private or commercial purposes is prohibited.
The straightedge - T40100- must remain in this position during the following measurements.

Do not turn or remove it.

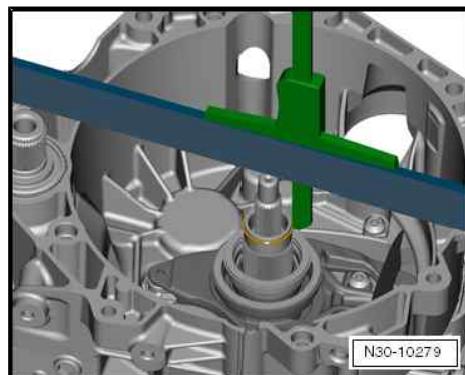


- Place the digital depth gauge -A- on the outer drive shaft -B-.
- Perform null balance of the digital depth gauge .



- Measure the distance to the circlip.
- Note the result and name it B1.

Example: dimension B1 = 2.62 mm



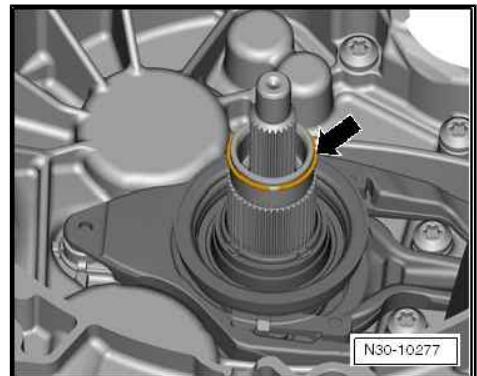
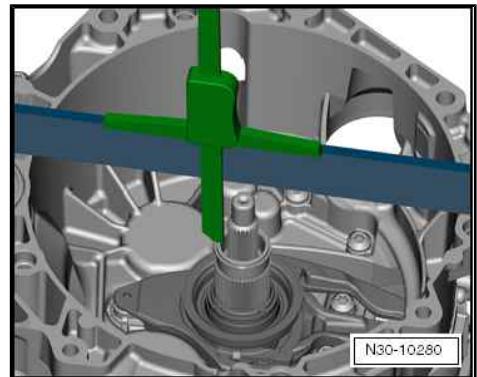
- Measure the dimension B once more at the opposite point.
- Note the result and name it B₂.
- Do not measure on the joint of the ring. The ring could be pressed off from the joint and thus the measuring result will be inaccurate.
- ◆ Example: dimension B₂ = 2.58 mm
- Determine the mean value from both measurement results.

Example:

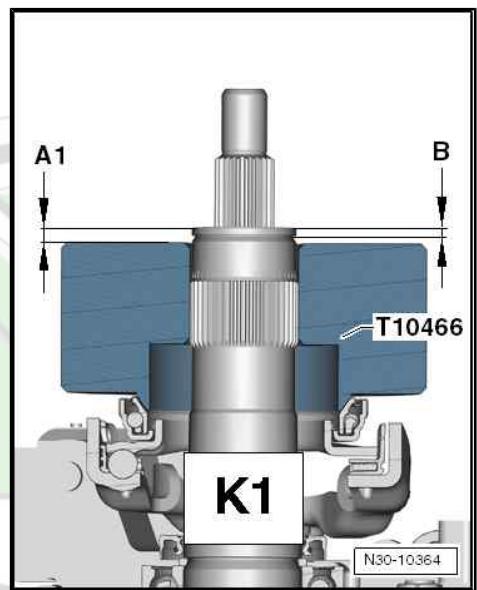
- ◆ Dimension B = B₁+B₂ / 2 = 2.62+2.582 = 2.60
- ◆ Result: B = 2.60 mm

This dimension B is required for the following calculations.

- Remove the circlip -arrow- again.
- The circlip may not be reused.



Determine dimension -A1- of the large engaging bearing for clutch K1.

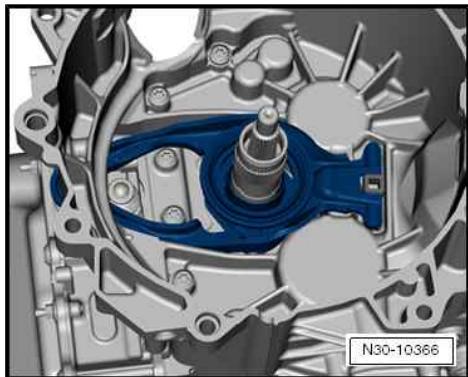


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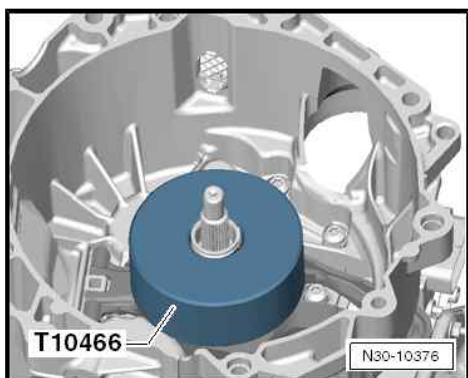
- Insert the large engaging lever.
- Do not insert an adjusting washer!



- Position the gauge block - T10466- on the large engaging bearing.

The flat side faces upwards.

- Press on the gauge block - T10466- , and simultaneously rotate to ensure correct seating.
- The gear shift bearing rotates with the gauge block - T10466- .



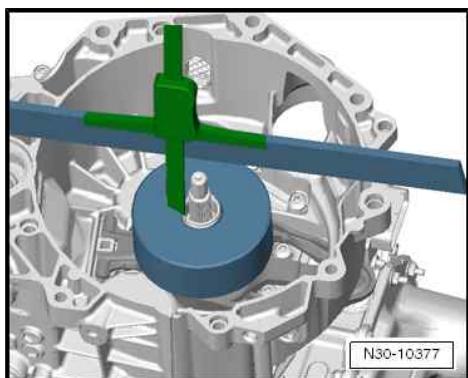
- Attach the digital depth gauge upwards on the straightedge and place the rod of the depth gauge on the outer driveshaft.
- The straightedge - T40100- is already positioned upright on the flange of the clutch housing.



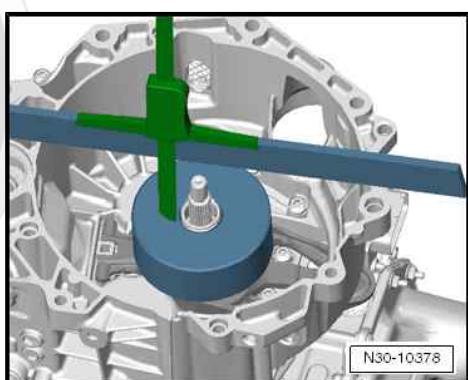
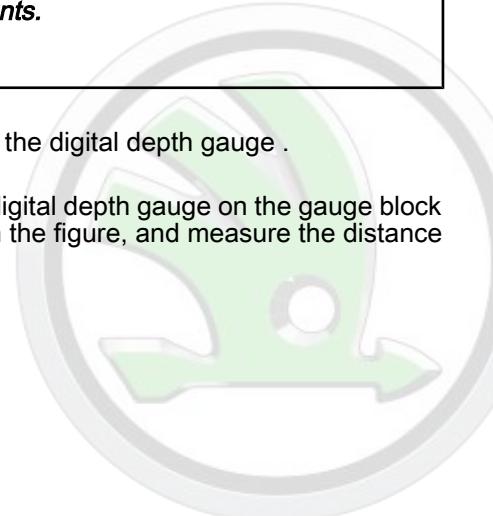
Caution

The straightedge - T40100- must remain in this position during the following measurements.

Do not turn or remove it.



- Perform null balance of the digital depth gauge .
- Position the rod of the digital depth gauge on the gauge block - T10466- , as shown in the figure, and measure the distance from the shaft end.



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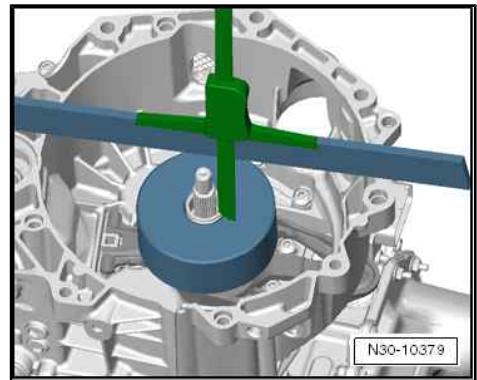
- Perform a second measurement at the opposite point of the gauge block - T10466- in the same way.

In this way, an even more precise value is determined as the inaccuracy resulting from the wobbling on the engaging bearing is thus minimised.

- Calculate the mean value A1 of both measurements to the gauge block - T10466- .
- Note this value and name it A1.

Example

- ◆ Dimension A1 = $4.93+4.912 = 4.92$
- ◆ Result: A1 = 4.92 mm



Determining the height tolerance of the gear shift bearing for clutch K1

On the basis of measured dimension A1 and dimension B, the actual value for the height tolerance of the gear shift bearing for clutch K1 is determined by the following calculation.

Dimension A1	
- Dimension B	
= Height tolerance of the gear shift bearing for clutch K1	

Example

- ◆ $4.92 \text{ mm} - 2.60 \text{ mm} = 2.32 \text{ mm}$
- ◆ Height tolerance of gear shift bearing for clutch K1 = 2.32 mm

Determining the clutch tolerance of clutch K1

- Please read off the value of the clutch Tolerance -arrow- from the new clutch.

A value between minus 0.40 and plus 0.40 mm is marked on the new clutch.

- ◆ The clutch tolerance value you have read off for clutch K1 is 0.0 mm

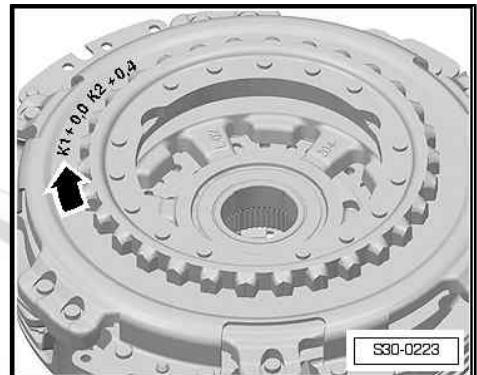
Determining the thickness of the adjusting washer SK1

The thickness of adjusting washer SK1 is now determined as follows on the basis of the determined clutch tolerance for clutch K1.

Height tolerance of the gear shift bearing for clutch K1	
-/+ Clutch tolerance of clutch K1	
= Determined thickness of adjusting washer SK1	

Example calculation:

- ◆ $2.32 \text{ mm} + 0.0 \text{ mm} = 2.32 \text{ mm}$
- ◆ Determined thickness of adjusting washer SK1 = 2.32 mm
- Select the correct washer from the table and put it aside until you are ready to install it.



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Deter-mined thickness of the ad-justing washer mm	Washer to be in-stalled in mm	Part number
1.21...1.60	1.50	0AM 141 383
1.61...1.80	1.70	0AM 141 383 A
1.81...2.00	1.90	0AM 141 383 B
2.01...2.20	2.10	0AM 141 383 C
2.21...2.40	2.30	0AM 141 383 D
2.41...2.60	2.50	0AM 141 383 E
2.61...2.80	2.70	0AM 141 383 F
2.81...3.00	2.90	0AM 141 383 G
3.01...3.20	3.10	0AM 141 383 H
3.21...3.40	3.30	0AM 141 383 J
3.41...3.80	3.50	0AM 141 383 K

Example:

- ◆ Determined thickness of adjusting washer SK1 = 2.32 mm
- ◆ Selected thickness of the adjusting washer = 2.30 mm (part whole, is not permitted number 0AM 141 383 D) ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.



Caution

Risk of damage to gearbox!

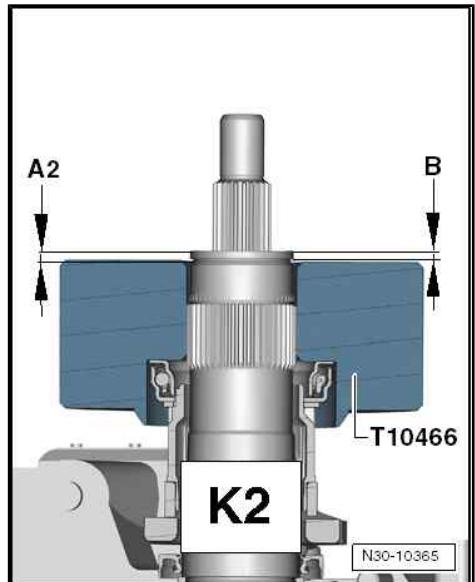
- ◆ **Mark adjusting washer SK1 and prepare it as follows for installation.**
- ◆ **Only this adjusting washer SK1 may be used for adjustment.**

- Remove the gauge block - T10466- and remove the large engaging lever.



Determine dimension -A2- of the small engaging bearing for clutch K2.

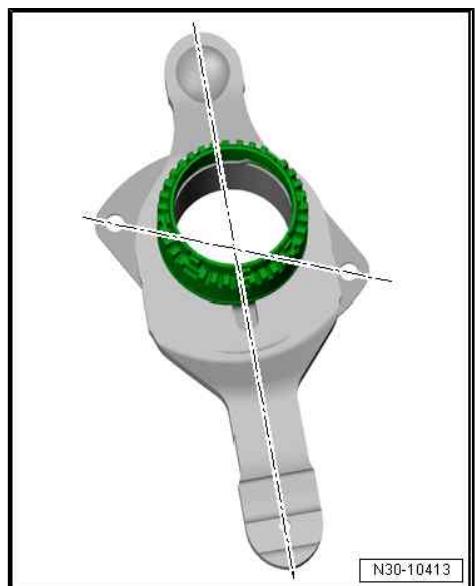
Guide bushing top part cannot be removed or installed individually. It is always removed and installed together with the guide bushing bottom part and small engaging bearing.



The new engaging lever K2 is delivered with guide bushing upper and lower part in the transport position. It must be brought to fitting position before installation.

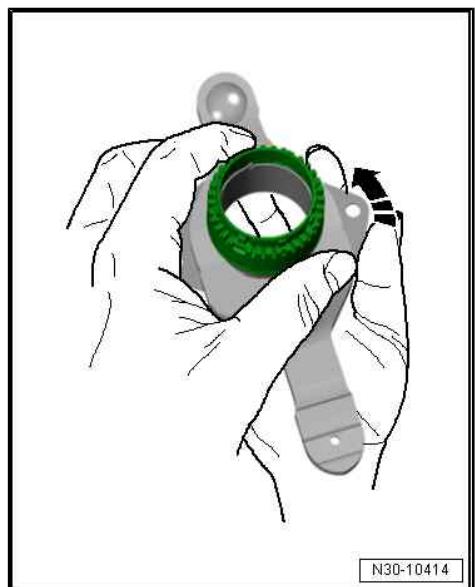
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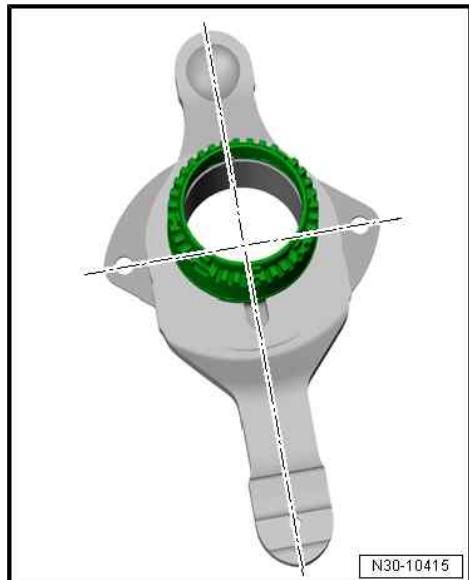
- Only guide bushing upper part by hand.
- Turn the guide bushing bottom part with your other hand in the -direction of arrow- at the same time so that the sleeve can be moved freely.

Since a large amount of force is needed to turn the guide bushing bottom part, hold the two parts of the engaging lever firm.



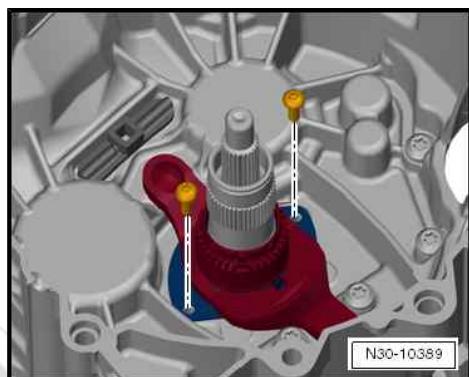


In the installation position, the openings of the guide bushing bottom part lie vertically to the engaging lever and the sleeve can be moved freely at the same time.



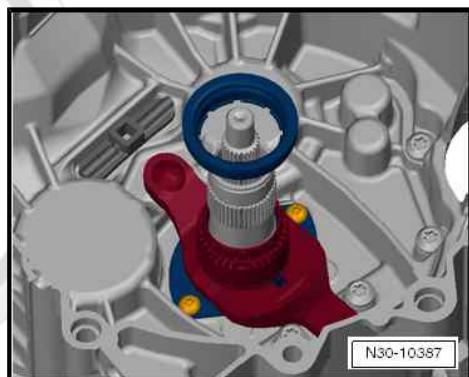
N30-10415

- Insert the small engaging lever with the top and bottom part of the guide bushing and tighten the screws.



N30-10389

- Insert the small engaging bearing.

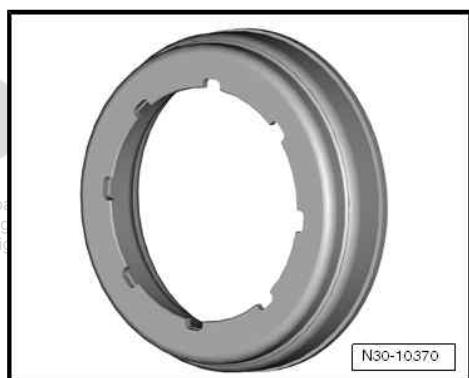


N30-10387

The small engaging bearing fits in only one position due to the 8 grooves.

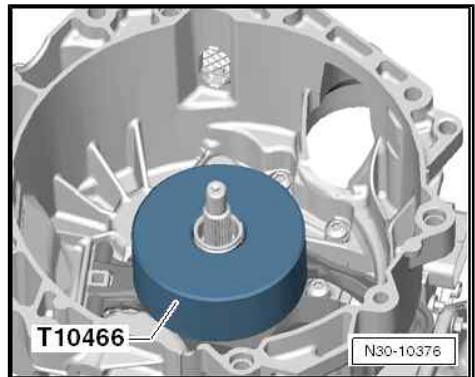
- While turning, check if the small engaging bearing is correctly installed and the grooves are correctly positioned.
- Do not insert an adjusting washer!

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N30-10370

- Position the gauge block - T10466- on the small engaging bearing.
- The flat side faces upwards.
- Press on the gauge block - T10466- , and simultaneously rotate to ensure correct seating.
- The gear shift bearing rotates with the gauge block - T10466- .

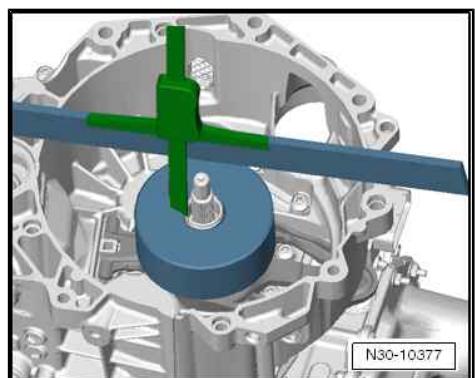


- Attach the digital depth gauge facing upwards on the straightedge and place the rod of the depth gauge on the outer driveshaft.
- The straightedge - T40100- is already positioned upright on the flange of the clutch housing.

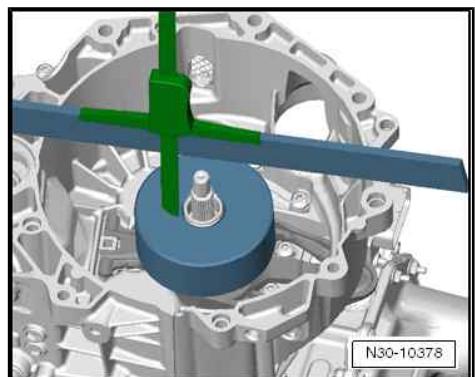
**Caution**

The straightedge - T40100- must remain in this position during the following measurements.

Do not turn or remove it.



- Perform null balance of the digital depth gauge .
- Position the rod of the digital depth gauge on the gauge block - T10466- , as shown in the figure, and measure the distance from the shaft end.



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In this way, an even more precise value is determined as the inaccuracy resulting from the wobbling on the engaging bearing is thus minimised.

- Calculate the mean value of both measurements.
- Note this value and name it A2.

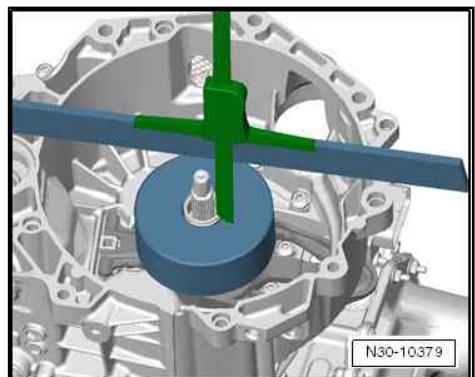
Example

$$\text{Dimension A2} = 4.79 + 4.752 = 4.77$$

Result: A2 = 4.77 millimetres

Determining the height tolerance of the gear shift bearing for clutch K2

On the basis of dimension A2 and dimension B, the tolerance of the gear shift bearing for clutch K2 is determined by the following calculation.





| Dimension A2

- | Dimension B

= | Height tolerance of the gear shift bearing for clutch K2

Example calculation:

◆ $4.77 \text{ mm} - 2.60 \text{ mm} = 2.17 \text{ mm}$

◆ Height tolerance of gear shift bearing for clutch K2 = 2.17 mm

Determining the clutch tolerance of clutch K2

- Please read off and note the value of the clutch tolerance from the new clutch -arrow-.

Example: K2 “+ 0.4 mm” is given on the clutch.

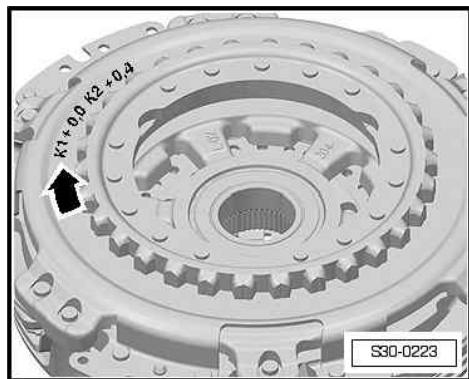
Determining the thickness of the adjusting washer “SK2”

The thickness of adjusting washer “SK2” is now determined as follows on the basis of the determined clutch play and clutch tolerance for clutch “K2”.

| Height tolerance of the gear shift bearing for clutch “K2”

-/+ | Clutch tolerance of clutch “K2”

= | Determined thickness of adjusting washer “SK2”



Example calculation:

◆ $2.17 \text{ mm} + 0.4 \text{ mm} = 2.57 \text{ mm}$

◆ Determined thickness of adjusting washer “SK2” = 2.57 mm

- Select the correct washer from the table. AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

Determined thickness of the washer	Washer to be installed in mm
from	to
0.31	0.90
0.91	1.10
1.11	1.30
1.31	1.50
1.51	1.70
1.71	1.90
1.91	2.10
2.11	2.30
2.31	2.50
2.51	2.70
2.71	3.30
	2.8

Example:

◆ Determined thickness of adjusting washer “SK2” = 2.57 mm

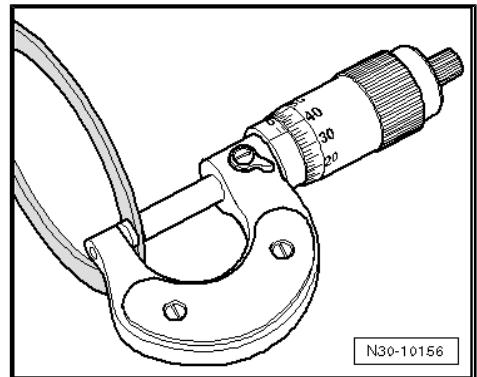
◆ Selected thickness of the adjusting washer = 2.60 mm

- From the delivered washers, determine the required adjusting washer and put it aside until you are ready to install it.

**Caution**

Risk of damage to gearbox!

- ◆ ***Mark adjusting washer SK2 and prepare it as follows for installation.***
- ◆ ***Only this adjusting washer SK2 may be used for adjustment.***



- Install clutch [“2.3 Install double clutch”, page 66](#).



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2 Clutch

⇒ “2.1 Summary of components - double clutch”, page 60

⇒ “2.2 Remove double clutch”, page 63

⇒ “2.3 Install double clutch”, page 66

⇒ “2.4 Replacing the sealing ring for the outer drive shaft”,
page 70

⇒ “2.5 Replace gasket ring for inner drive shaft”, page 71

2.1 Summary of components - double clutch

⇒ “2.1.1 Summary of components - double clutch up to 05.2011”,
page 60

⇒ “2.1.2 Summary of components - double clutch as of 06.2011”,
page 61

2.1.1 Summary of components - double clutch up to 05.2011

1 - Circlip

2 - Hub

3 - Circlip

Replace after removal

4 - Large engaging lever for K1 clutch

with large engaging bearing

Removing and installing
⇒ “1.2.1 Removing and installing clutch release mechanism, version up to 05.2011”, page 31

replace when replacing the double clutch gearbox

5 - Small engaging lever for K2 clutch

replace when replacing the double clutch gearbox

Removing and installing
⇒ “1.2.1 Removing and installing clutch release mechanism, version up to 05.2011”, page 31

6 - Screw

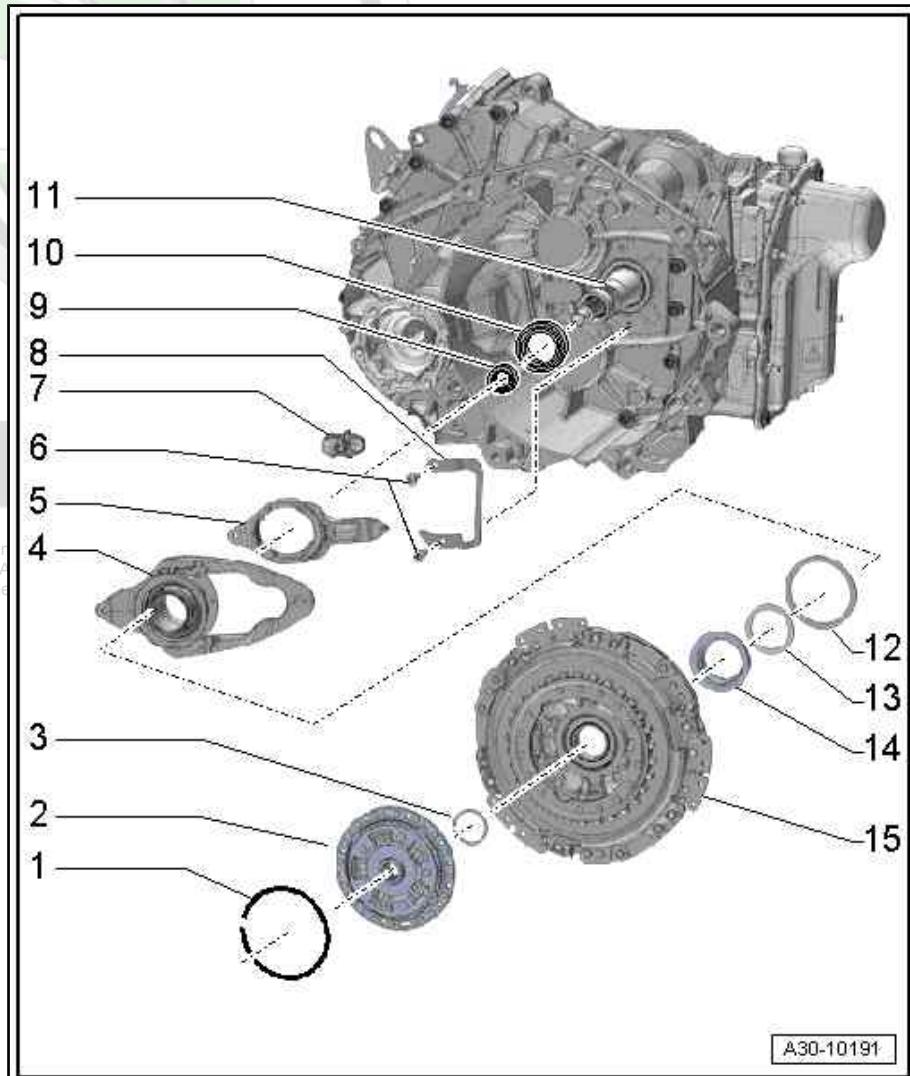
Replace after removal
 8 Nm + 90°

7 - Support

for engaging lever
 replace when replacing the double clutch gearbox

8 - Clamp

for small engaging lever



- not present on older versions
- replace when replacing the double clutch gearbox

9 - Sealing ring

- for inner drive shaft
- Replace [“2.5 Replace gasket ring for inner drive shaft”, page 71](#)

10 - Sealing ring

- for outer drive shaft
- Replace [“2.4 Replacing the sealing ring for the outer drive shaft”, page 70](#)

11 - Outer drive shaft

12 - Adjusting washer SK1

- Determine thickness [“1.3.1 Adjust clutch release mechanism, gearbox up to 05.2011”, page 38](#)

13 - Adjusting washer SK2

- Determine thickness [“1.3.1 Adjust clutch release mechanism, gearbox up to 05.2011”, page 38](#)

14 - Small engaging bearing for K2 clutch

- Removing and installing [“1.2.1 Removing and installing clutch release mechanism, version up to 05.2011”, page 31](#)
- replace when replacing the double clutch gearbox

15 - Double clutch

- removing [“2.2 Remove double clutch”, page 63](#)
- installing [“2.3 Install double clutch”, page 66](#)

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2.1.2 Summary of components - double clutch as of 06.2011



1 - Hinge bearing

- for large engaging lever
for K1 clutch
- is not replaced

2 - Ball pin

- for small engaging lever
for K1 clutch
- Removing and installing
⇒ [“1.2.2 Removing and
installing clutch release
mechanism, version as
of 06.2011”, page 34](#)
- replace when replacing
the double clutch gearbox

3 - Adjusting washer SK1

- Determine thickness ⇒
[“1.3.2 Adjusting the
clutch release mech-
anism, gearbox as of
06.2011”, page 48](#)

4 - Adjusting washer SK2

- Determine thickness ⇒
[“1.3.2 Adjusting the
clutch release mech-
anism, gearbox as of
06.2011”, page 48](#)

5 - Small engaging bearing for K2 clutch

6 - Double clutch

- removing ⇒ [“2.2 Re-
move double clutch”
page 63](#)
- installing ⇒ [“2.3 Install
double clutch”
page 66](#)

7 - Circlip

- Replace after removal

8 - Hub

9 - Circlip

10 - Large engaging lever for K1 clutch

- with engaging bearing
- Removing and installing ⇒ [“1.2.2 Removing and installing clutch release mechanism, version as of
06.2011”, page 34](#)

11 - Guide bushing-top part

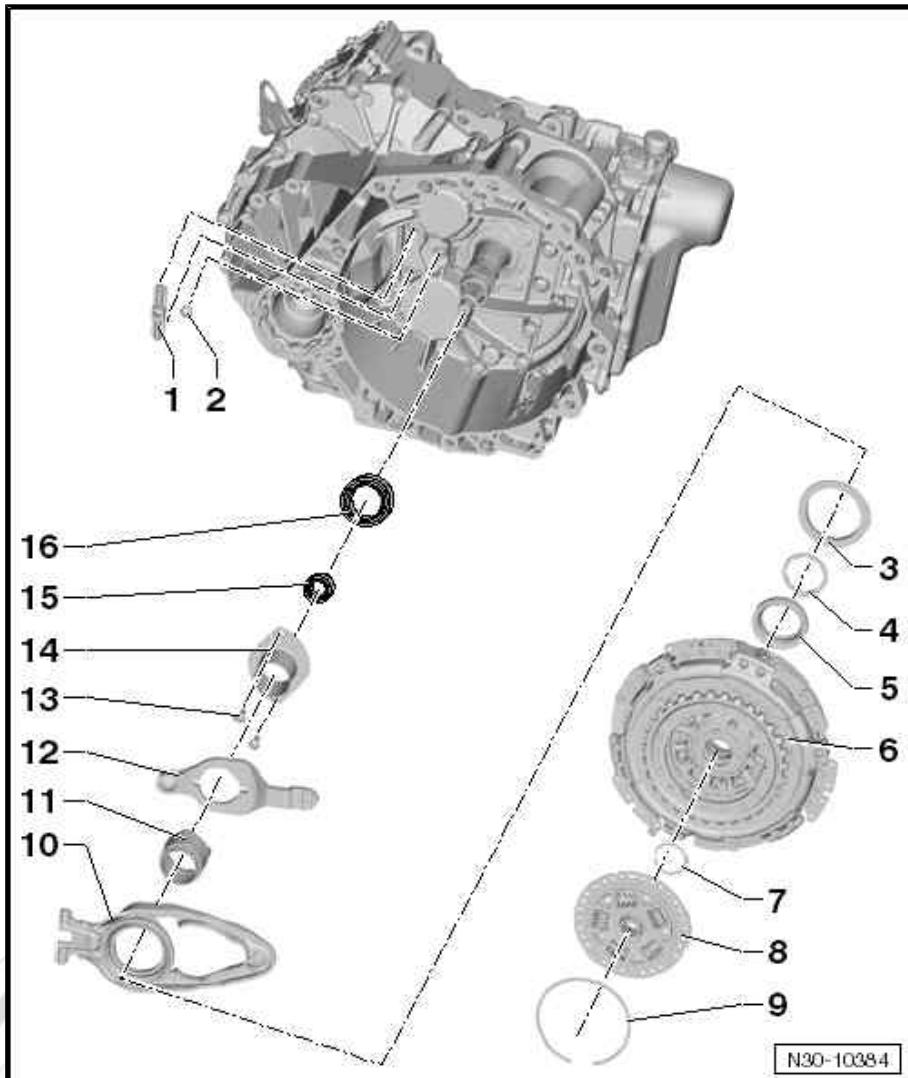
- for small engaging lever for K2
- is removed and installed together with the small engaging lever Pos. 12 and guide bushing bottom part Pos. 14

12 - Small engaging lever for K2 clutch

- is removed and installed together with the top and bottom part of the guide bushing Pos. 11 and 14
- Removing and installing ⇒ [“1.2.2 Removing and installing clutch release mechanism, version as of
06.2011”, page 34](#)

13 - Screw

- Replace after removal



- 8 Nm + 90°.

14 - Guide bushing-bottom part

- for small engaging lever for K2
- is removed and installed together with the small engaging lever Pos. 12 and guide bushing upper part Pos. 11

15 - Sealing ring

- for inner drive shaft
- Replace ["2.5 Replace gasket ring for inner drive shaft", page 71](#)

16 - Sealing ring

- for outer drive shaft
- Replace ["2.4 Replacing the sealing ring for the outer drive shaft", page 70](#)

2.2 Remove double clutch

Special tools and workshop equipment required

- ◆ Hook - 3438-
- ◆ Extractor - T10323-

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Conditions

- Gearbox removed ["3.1 Removing the gearbox", page 145](#).
- The mechatronics for double clutch gearbox - J743- is installed on the gearbox
- Gearbox attached to assembly stand ["5 Attachment at engine and gearbox mount", page 184](#).
- Gearbox and mechatronics for double clutch gearbox - J743- are closed in an oil tight manner [page 183](#)

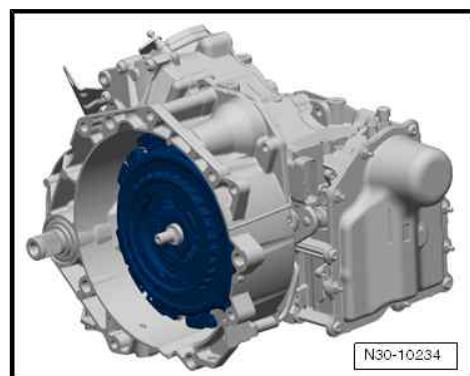
Detach the clutch upwards when the gearbox is removed. The mechatronics remains on the gearbox.

- If a new clutch is installed, the positions of the engaging bearings for clutches K1 and K2 must be determined and adjusted ["1.3 Adjust clutch release mechanism", page 38](#).

Then the clutch is pressed onto the drive shaft.

When installing a clutch, most mechanics press the clutch onto the drive shaft up to the stop. This is not the optimum position of the clutch!

After installation, the clutch is therefore pulled slightly upwards against the circlip.



Caution

Risk of damage to the adjusting device of the clutch.

The clutch is self-adjusting. Vibrations can have a negative effect on the adjusting device.

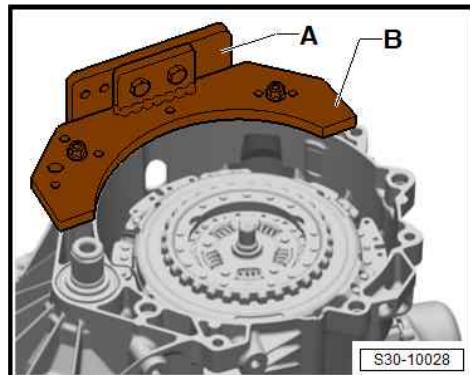
- **Therefore, please do not drop the clutch, even when installing the clutch, do not drop the clutch into the gearbox.**
- **A clutch that has been dropped on a hard surface, or which is otherwise damaged, must no longer be installed.**



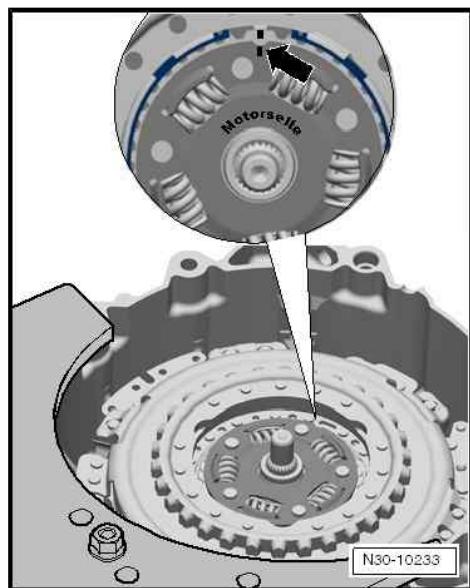
Similarly when the mechatronics is removed, the removal of the drifts below the engaging levers can have a negative effect on the adjusting device.

Removing

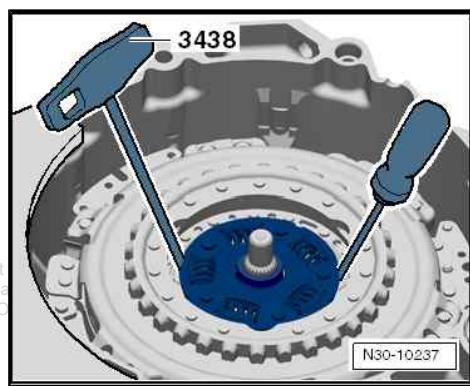
- Turn the gearbox on the assembly stand in such a way that the clutch is facing up.



- Remove the circlip of the hub -arrow-.



- Use the hook - 3438- and a screwdriver to remove the hub.



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- Remove the circlip for the clutch -arrow-.
- Always replace circlip -arrow-.

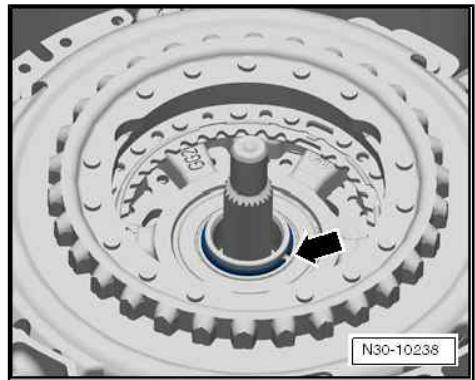
It is possible that the clutch is resting on the circlip so that the circlip fits very tightly. In this case it is possible to press the clutch slightly downwards as described in the following work procedure. In doing so, the circlip is released.



Caution

Risk of damage to the clutch.

- **Do not knock on the clutch or the shaft with a hammer!**



Clutch circlip -arrow- cannot be removed

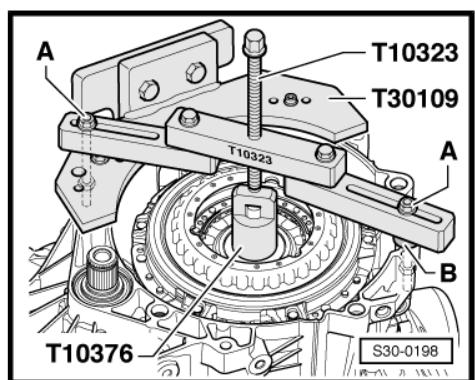
- Position the supporting bridge - T10323- parallel to the flange of the clutch housing.
- Equalise distances, e.g. using washers -B- with a total thickness of 15 mm.
- Attach the supporting bridge - T10323- with screws -A- and secure with nuts.



Caution

Risk of damage to the clutch as well as to other components!

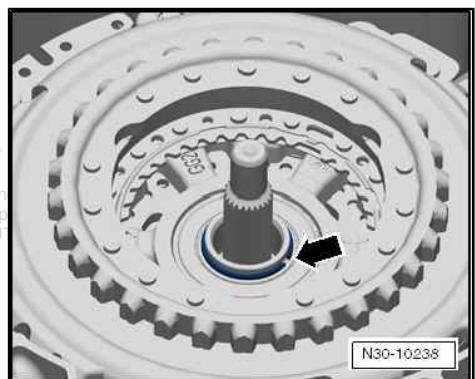
Press the clutch downwards with light force without pressing it.



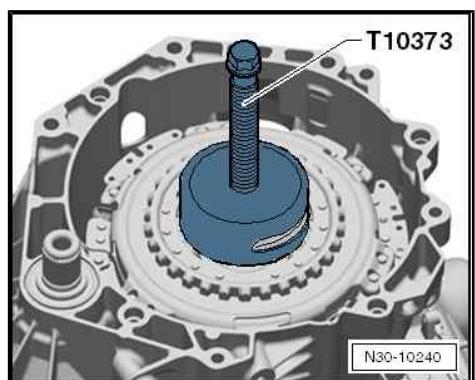
- Carefully press the clutch downwards via the spindle.
- Remove supporting bridge - T10323- .
- Remove the circlip for the clutch -arrow-.
- The circlip may not be reused.

Continue after removing the clutch circlip.

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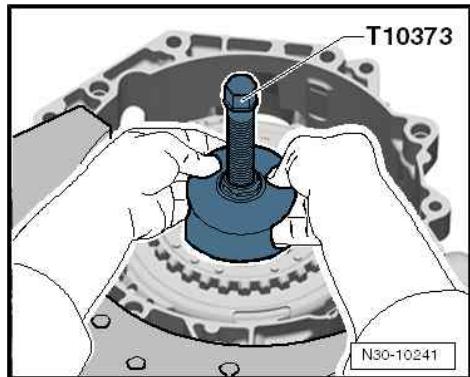


- Insert the extractor - T10373- in the clutch and remove the clutch.





- Remove the clutch together with the extractor - T10373- .



2.3 Install double clutch

- ◆ Retractor - T10373-
- ◆ Retractor - T10323-
- ◆ Thrust piece - T10376-

Conditions

- Gearbox removed ⇒ “3.1 Removing the gearbox”, page [145](#).
- The mechatronics for double clutch gearbox - J743- is installed on the gearbox
- Gearbox attached to assembly stand ⇒ “5 Attachment at engine and gearbox mount”, page [184](#).
- Gearbox and mechatronics for double clutch gearbox - J743- are closed in an oil tight manner ⇒ [page 183](#)
- The clutch release mechanism is installed ⇒ “1.2 Removing and installing clutch release mechanism”, page [31](#).
- After replacing the double clutch and the corresponding parts, the position of the engaging bearings for clutches K1 and K2 will always require re-adjusting ⇒ “1.3 Adjust clutch release mechanism”, page [38](#).



Caution

When replacing the double clutch, the following parts must always be replaced too:

- ◆ *the two engaging levers with engaging bearings*
- ◆ *for gearboxes to production date 05/2011: storing the engagement lever*
- ◆ *for gearboxes from production date 06/2011: clutch engagement lever K2 ball stud*
- ◆ *Shims for engaging bearing*

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If all the mentioned parts are only removed and reinstalled, there is nothing to adjust.

- The circlip must be replaced under all circumstances.



Caution

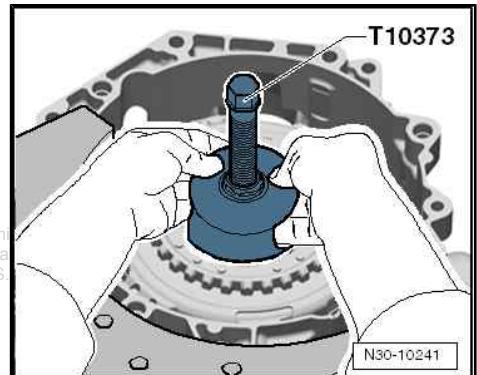
Risk of damage to gearbox.

- *Perform adjustment before installing the double clutch.*

- If not correctly adjusted, do not continue with further installation.
- Only one adjusting washer may be installed on all bearings.
- The parts of the clutch must be installed free of grease and oil!
- The clutch is self-adjusting. Vibrations can have a negative effect on the adjusting device. Therefore do not let the clutch fall.
- Do not let the clutch fall into the gearbox when installing it.
- A clutch that has been dropped on a hard surface, or which is otherwise damaged, must no longer be installed.

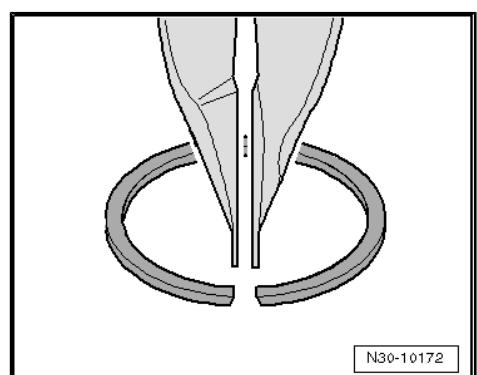
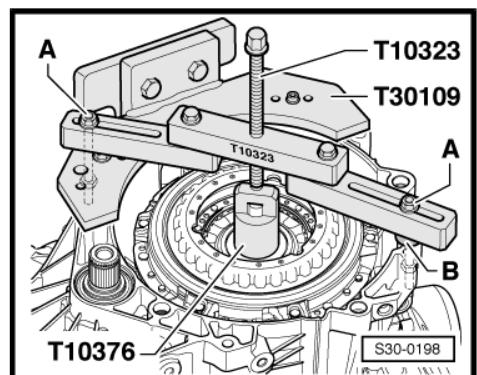
Installing

- Unscrew the puller spindle - T10373- and place on the coupling.
- Insert the clutch with extractor - T10373- into the gearbox and then remove the extractor.



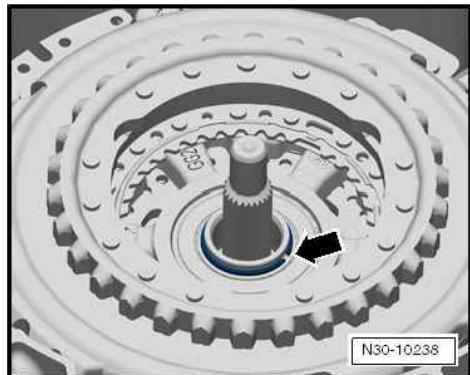
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- Position the supporting bridge - T10323- parallel to the flange of the clutch housing.
- Equalise distances, e.g. using washers -B- with a total thickness of 15 mm.
- Secure the supporting bridge - T10323- with screws -A- and nuts.
- Press the clutch downwards via the spindle as far as it will go.
- During press-in procedure, place a hand onto the clutch. A slight rattling can be felt. Rattling means that the clutch is pressed onto its press seat. The stop should be felt in this way when the clutch has reached its seat.
- The clutch is pressed in up to the stop if the circlip can be inserted.
- Hold the circlip with the circlip pliers, as shown in the figure.
- Circlip fitting position: the narrower side of the circlip lock upwards



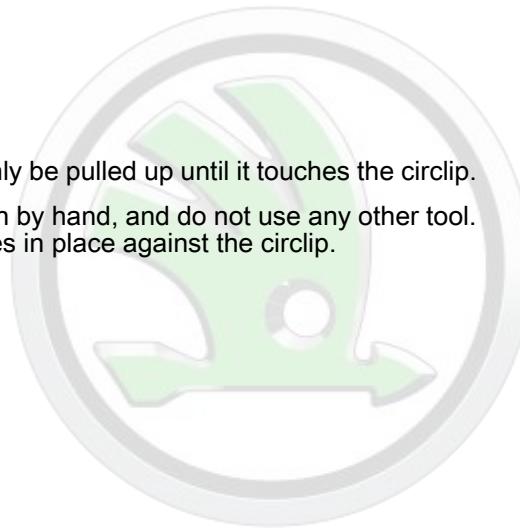


- Insert the new circlip -arrow-.

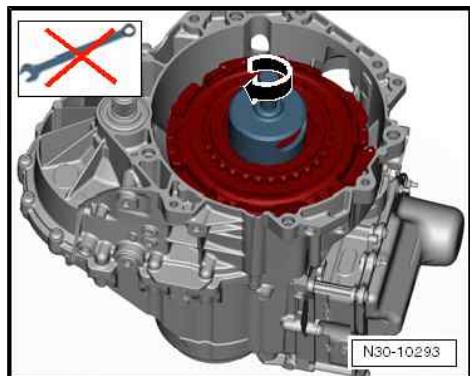
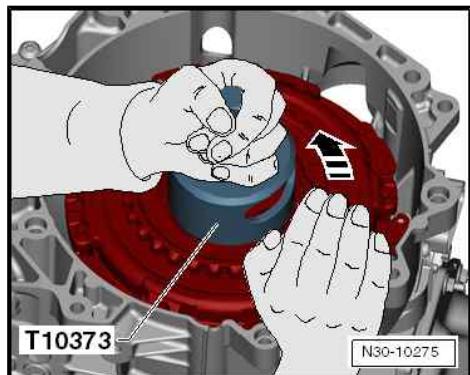


- Turn the clutch against the extractor - T10373- by hand so that the clutch finds its fitting position.

The clutch sits on the input shaft in the bottom part when it is pressed up to the stop, but this is not the optimum position.

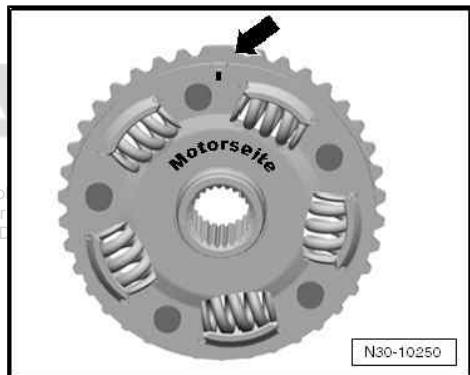


- The clutch should only be pulled up until it touches the circlip.
- Only rotate the clutch by hand, and do not use any other tool. The clutch then slides in place against the circlip.

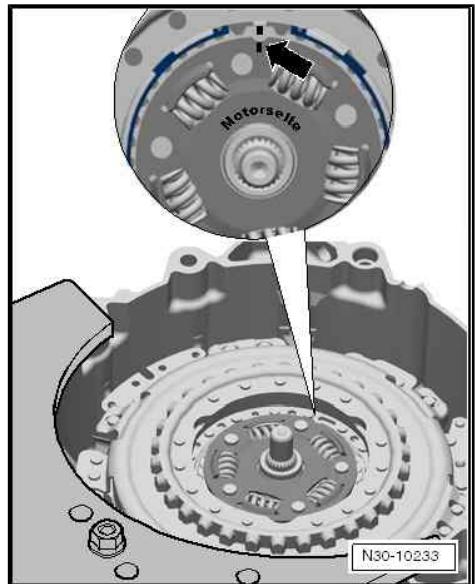


- Place the hub in position.
- The hub has a large tooth and therefore only fits in one position.
- On the "engine side", the large tooth has a marking -arrow-.

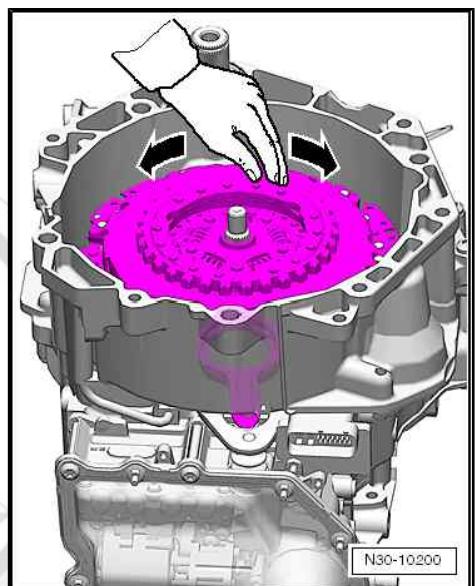
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- Insert the circlip for the hub -arrow-.
- Install the hub with the marking on the large tooth in such a way that it is flush with the marking on the drive plate -arrow-.
- Fitting position: the joint of the ring must point to the hub on the clutch.

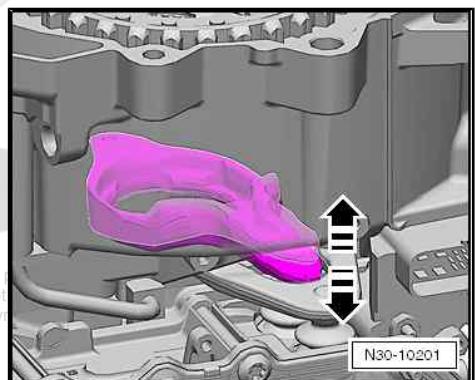


- Turn the clutch by hand and, while turning it, pay attention to the small engaging lever.



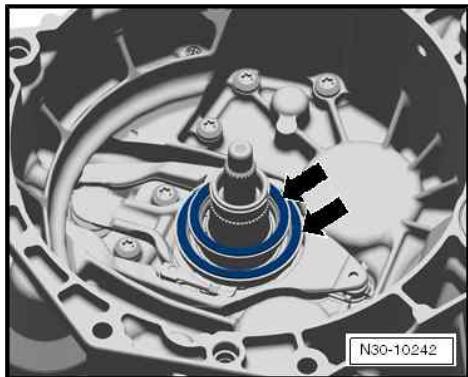
- During rotation, there should be no resistance or braking.
- During this process, the engaging lever must remain in its position without moving. It must not move up or down -arrows-.
- If any of these events occur when rotating the clutch, the adjusting washers are not seated correctly and the clutch must be removed again [⇒ "2.2 Remove double clutch", page 63](#).

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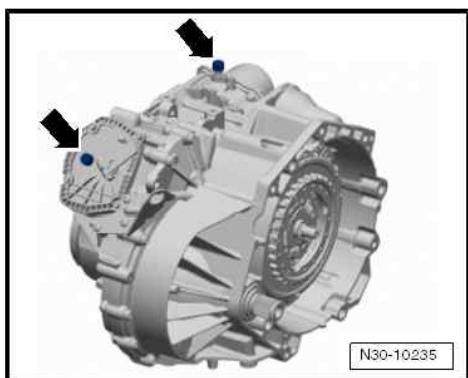


- Check the fitting position of the adjusting washers -arrows-.
- ◆ Have a close look at the adjusting washers -arrows-.
- ◆ The adjusting washers must be installed correctly and must not be damaged.
- ◆ It is possible that there has been an error in the calculation. In this case, check the measurement ["1.3 Adjust clutch release mechanism", page 38](#)



- Remove the screw plugs and position both ventilation caps -arrows-.
- To prevent oil leakage, the sealing plugs can be removed after the gear unit has been installed.

Perform the [basic setting](#) after the gearbox has been fitted with the ⇒ Vehicle diagnostic tester.



2.4 Replacing the sealing ring for the outer drive shaft

Special tools and workshop equipment required

- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Extractor tool - T20143-

On the clutch side, there are 2 shaft seals in the gearbox -arrows-.

- ◆ Sealing ring for drive shaft -arrow A-.
- ◆ Sealing ring for inner drive shaft -arrow B- [⇒ "2.5 Replace gasket ring for inner drive shaft", page 71](#).

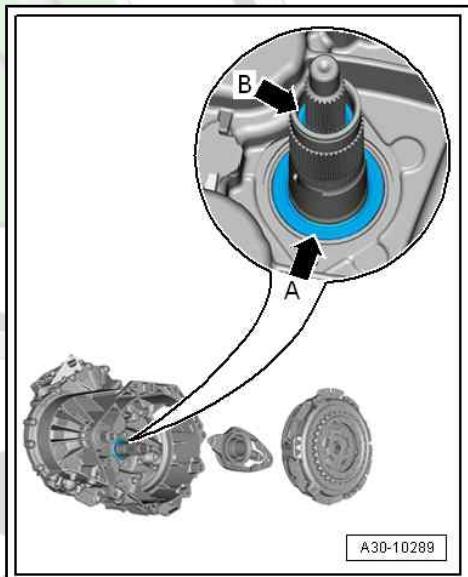
Both seals can be replaced without disassembling the gearbox.

If only the shaft seals are replaced, the double clutch must not be adjusted.

In the event of a gearbox drive shaft "Leaks" error, the condition of the engine crankshaft sealing flange on the gearbox side must also be checked.

Conditions

- Double clutch gearbox removed [⇒ "2.2 Remove double clutch", page 63](#)
- Clutch release mechanism is removed [⇒ "1.2 Removing and installing clutch release mechanism", page 31](#)

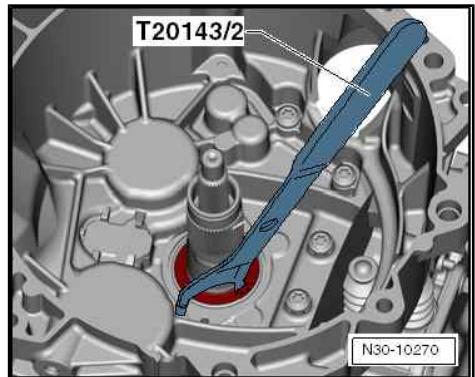


Caution

If there are leaks, you must check the double clutch. If the double clutch is covered in oil, it will need to be replaced.

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- Lever out shaft seal for outer drive shaft.

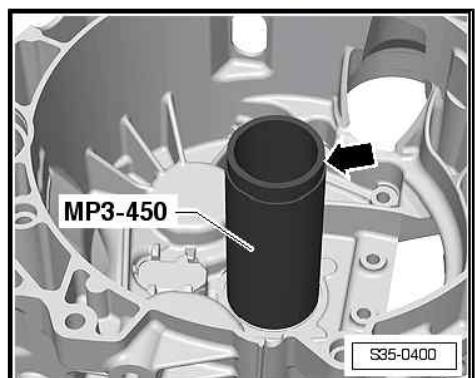


- Drive in new shaft seal until it is flush with the clutch housing. Use a plastic hammer for this purpose.
- The shoulder -arrow- on the pipe section - MP3-450- points upwards.



Caution

Touch the gasket ring until flush to ensure the oil bore underneath is not blocked. In this case, the bearing is not given a sufficient supply of oil.



- Install the clutch release mechanism [⇒ “1.2 Removing and installing clutch release mechanism”, page 31](#).
- Install double clutch [⇒ “2.3 Install double clutch”, page 66](#).

2.5 Replace gasket ring for inner drive shaft

Special tools and workshop equipment required

- ◆ Sealing ring extractor - T10420-
- ◆ Thrust piece - T10421-

On the clutch side, there are 2 shaft seals in the gearbox -arrows-.

- ◆ Sealing ring for drive shaft -arrow A- [⇒ “2.4 Replacing the sealing ring for the outer drive shaft”, page 70](#).
- ◆ Sealing ring for inner drive shaft -arrow B-,

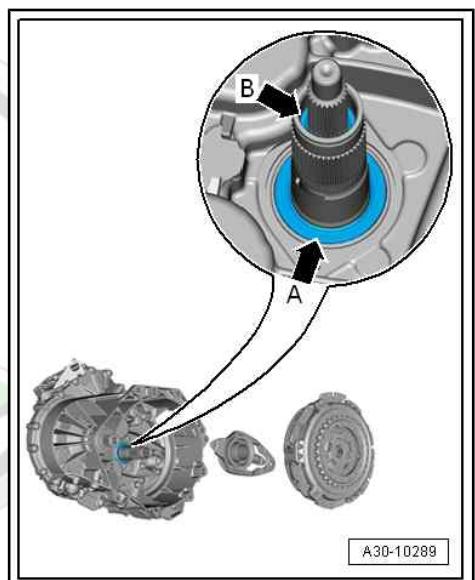
Both seals can be replaced without disassembling the gearbox.

If only the shaft seals are replaced, the double clutch must not be adjusted.

In the event of a gearbox drive shaft “Leaks” error, the condition of the engine crankshaft sealing flange on the gearbox side must also be checked.

Conditions

- Double clutch gearbox removed [⇒ “2.2 Remove double clutch”, page 63](#)
- Clutch release mechanism is removed [⇒ “1.2 Removing and installing clutch release mechanism”, page 31](#)



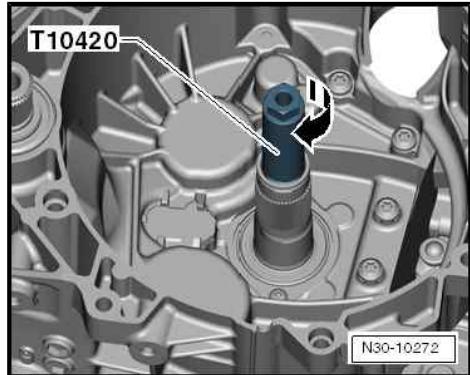
Caution

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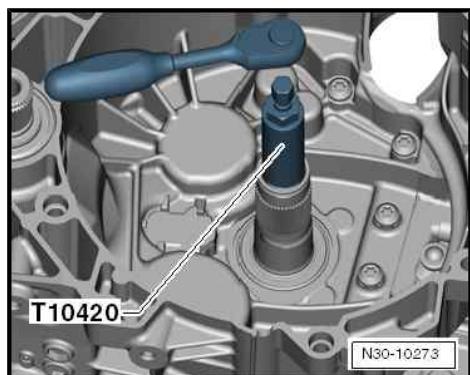


If there are leaks, you must check the double clutch. If the double clutch is covered in oil, it will need to be replaced.

- Unscrew the spindle of the gasket ring extractor - T10420- .
- Screw in gasket ring extractor for shaft seals - T10420- without spindle into the small inner shaft sealing ring.
- Press on sealing ring extractor while tightening.
- Screw sealing ring extractor for - T10420- in until the sealing ring begins to turn in its bearing.



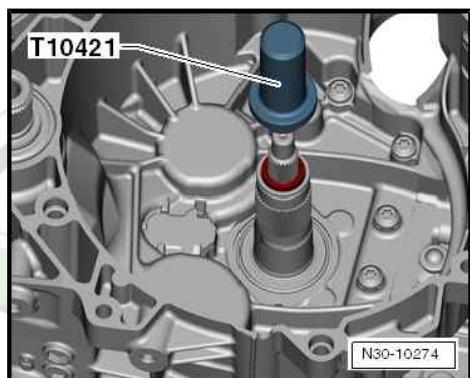
- Screw the spindle back onto the sealing ring extractor for shaft seals . Hold the outer drive shaft as you do so, if required.
- Remove the shaft seal using the screws on the spindle.



- Drive in the new shaft sealing ring up to the stop of the thrust piece - T10421- .

Sealing ring installation depth: 17.5 ± 0.2 mm

- Install the clutch release mechanism [⇒ “1.2 Removing and installing clutch release mechanism”, page 31](#) .
- Install double clutch [⇒ “2.3 Install double clutch”, page 66](#) .



34 – Controls, housing

1 Mechatronics for double clutch gearbox - J743-

⇒ “1.1 Summary of components - mechatronics for double clutch gearbox J743”, page 73

⇒ “1.2 Removing mechatronics for double clutch gearbox J743”, page 75

⇒ “1.3 Bringing the mechatronics for double clutch gearbox J743 to the removal position by hand”, page 82

⇒ “1.4 Installing mechatronics for double clutch gearbox J743”, page 83

⇒ “1.5 Replacing bellows with clutch plate”, page 90

⇒ “1.6 Replace control unit for mechatronics for dual clutch transmissions J743”, page 94

1.1 Summary of components - mechatronics for double clutch gearbox - J743-

1 - Gearbox 0AM

2 - Oil drain and filler plug

- Mechatronics for double clutch gearbox - J743-
- Range of hydraulic oil ⇒ page 11
- Replace after removal
- 5 Nm + 90°.

3 - Fitting sleeve

- Qty. 2
- Replace before installing a new Mechatronics for dual-clutch gearboxes - J743-

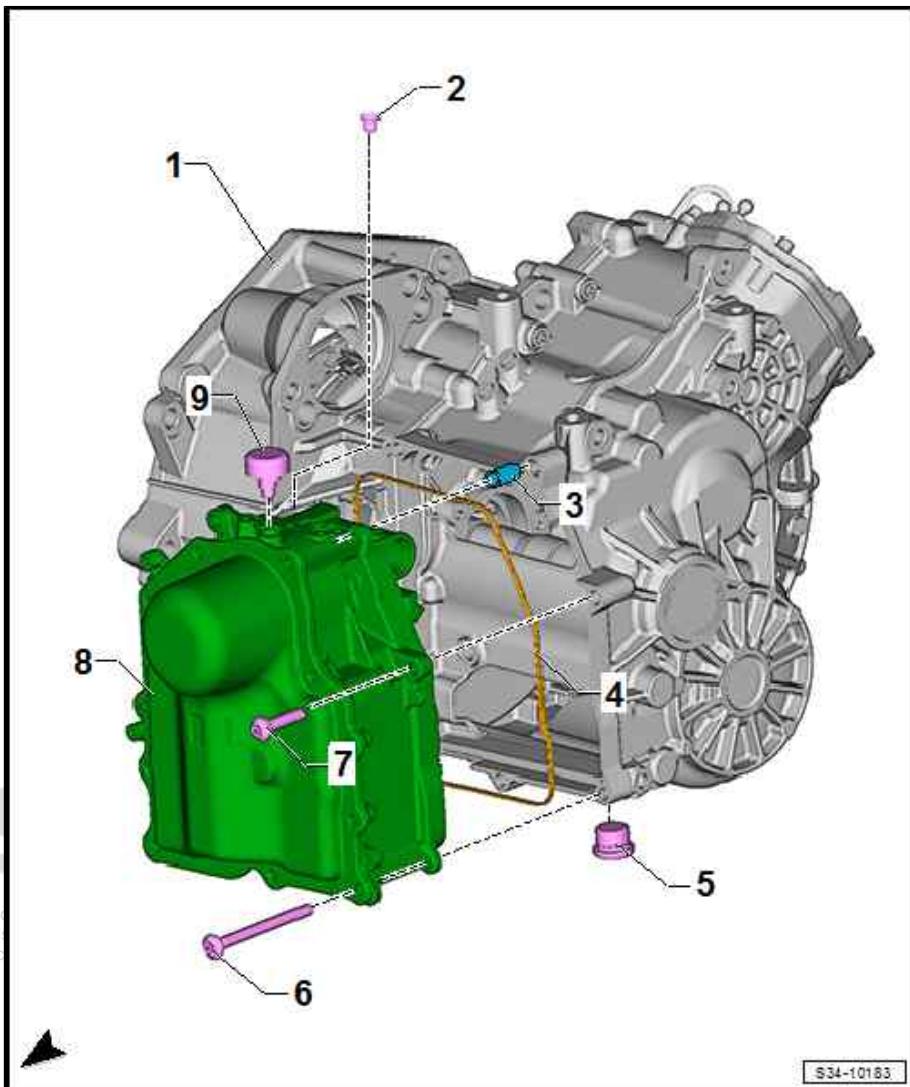
4 - Seal

- Mechatronics for double clutch gearbox - J743-
- When the mechatronics are removed and replaced, replace the seal
- it must rest cleanly in the groove of the mechatronics
- install a new seal ⇒ “1.4 Installing mechatronics for double clutch gearbox J743”, page 83

5 - Oil drain plug for gear oil

- Gear oil area ⇒ page 10
- 35 Nm

6 - Screw





- for attaching the mechatronics for double clutch gearbox - J743- at gearbox housing
- 4 pieces, M8 x 90
- Tightening sequence [⇒ page 74](#)
- Replace after removal
- 10 Nm

7 - Screw

- for attaching the mechatronics for double clutch gearbox - J743- at gearbox housing
- 3 pieces, M8 x 35
- Tightening sequence [⇒ page 74](#)
- Replace after removal
- 10 Nm

8 - Mechatronics for double clutch gearbox - J743-

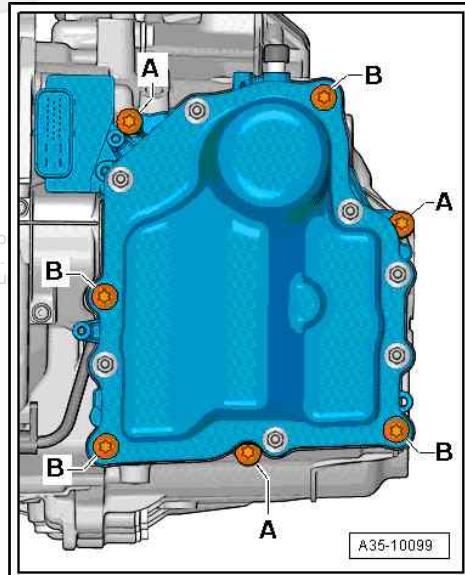
- In some versions, the omitted gearbox input speed encoder 3 - G641- is not required.
- If the mechatronics is equipped with an encoder, the version must still be fitted with a gearbox input speed encoder 3 - G641-
- Assignment ⇒ Electronic Catalogue of Original Parts
- Remove mechatronics [⇒ “1.2 Removing mechatronics for double clutch gearbox J743”, page 75](#)
- Bring the mechatronics to removal position by hand [⇒ “1.3 Bringing the mechatronics for double clutch gearbox J743 to the removal position by hand”, page 82](#)
- Install mechatronics [⇒ “1.4 Installing mechatronics for double clutch gearbox J743”, page 83](#)

9 - Ventilation cap

- Mechatronics for double clutch gearbox - J743-
- when it is removed, it is destroyed and must be replaced.
- Mechatronics oil-tight closing [⇒ page 183](#)

Assembly sequence and tightening torque of the mechatronics fixing screws

Stage	Screws	Tightening torque
1.	-A- M8 x 35	Tighten by hand as far as the stop
2.	Guide bolt - T10406-	Unscrew
3.	-B- M8 x 90	Tighten by hand as far as the stop
4.	-A, B-	10 Nm, tighten crosswise



On some transmissions, a cover is present above the engaging lever.

The cover protects against contamination.

Component	Tightening torque
Cover above the engagement lever	8 Nm



N34-11590

1.2 Removing mechatronics for double clutch gearbox - J743-

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Special tools and workshop equipment required

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- ◆ Assembly lever - T10407-
- ◆ Catch pan , e.g. -VAS 6208-
- ◆ Diesel extractor , e. g. -VAS 5226-
- ◆ Screw plug set for engine - VAS 6122- or alternatively a cap - 0AM 325 120 A-
- Observe general repair instructions and other instructions for automatic gearbox DSG - 0AM [⇒ "3 Repair instructions", page 4](#).
- Observe safety instructions [⇒ "2 Safety instructions", page 2](#) .



Note

If a universal mechatronics is to be used for replacement, the data from the original mechatronics must be read out before removal, see instructions in TPI 2039772 ("Replace mechatronics" function test).



WARNING

System is under pressure!

Follow the safety measures when working on the mechatronics for double clutch gearbox - J743- ⇒ ["2.3 Safety measures for working on the mechatronics for double clutch gearbox J743", page 2](#).

The mechatronics for double clutch gearbox - J743- has a pressure tank with maximum system pressure of 60 bar.

- *The cover for mechatronics for double clutch gearbox - J743- and the pressure tank must not be opened.*

The new mechatronics for the dual-clutch gearboxes is already precisely filled with oil at the factory, do not drain the oil.



The removed mechatronics is sent back with oil (close the ventilation opening with a suitable plug) ⇒ [page 183](#).

Pay attention to the ventilation when handling the mechatronics.

Ensure adequate clearance in front of the gearbox in order to remove the mechatronics. Components, which are not directly connected with the gearbox, must be removed on some vehicles.

Any brackets on the screw plugs of the mechatronics must be removed.

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27.



Caution

An insufficient amount of hydraulic oil and overfilling affect the function of the Mechatronics for dual-clutch gearboxes - J743-, this can lead to malfunctions.

- *The vent of the mechatronics must be closed in an oil tight manner when undertaking installation work ⇒ [page 183](#).*

The hydraulic oil level cannot be checked.

The correct oil level can only be reached by changing the hydraulic oil ⇒ “6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743 draining and filling”, page 189.



Caution

Risk of damage to the double clutch.

The double clutch is self-adjusting. Vibrations can have a negative effect on this adjusting device.

Even when the mechatronics is removed, the sudden removal of the assembly lever - T10407- below the engaging levers can have a negative effect on the adjusting device.

Removing

- Before actually removing the mechatronics, carry out the basic setting of the idle position of the gearbox with the ⇒ Vehicle diagnostic tester.
- Shift selector lever into position P.
- Disconnect the battery-earth strap **with the ignition off** ⇒ Electrical System; Rep. gr. 27.
- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.

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**Caution**

There is a risk of destruction of gearbox components.

Static discharges may destroy the control unit and the mechatronics.

- *Do not in any circumstances allow the gearbox plug contacts to come into contact with your hands.*

- Grab with the hand (without gloves) at the mass, in order to discharge yourself electrostatically.
- Release the connector catch of the mechatronics -1- by pulling it in -direction of arrow- and disconnect the plug.
- Unscrew screws -2- and -3- and remove bracket for electric cables from gearbox.
- Lay the electric cables to the side and attach.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .

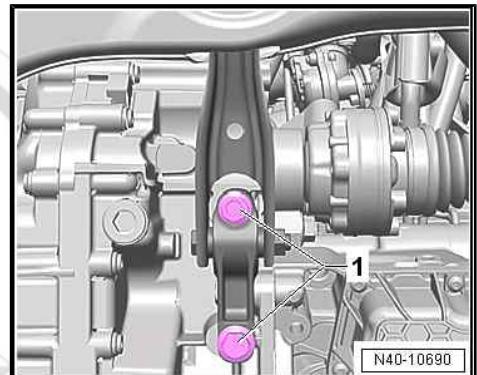
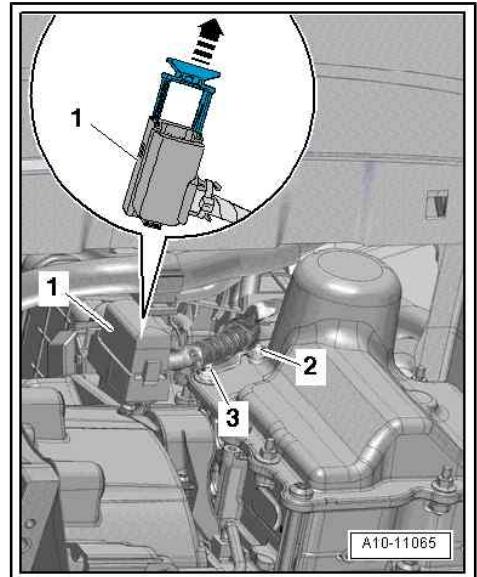
Ensure adequate clearance between mechatronics and vehicle bulkhead to remove the mechatronics.

Depending on the vehicle version (engine), it is necessary to remove components that are not directly related to mechatronics.

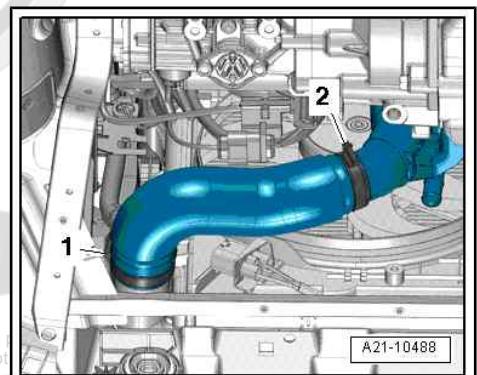
In order to gain more space for removing mechatronics, the hinged support can be removed from the gearbox. When removing the mechatronics, it is then possible to slightly tilt the gearbox backwards, therefore gaining additional space for removing the mechatronics.

- Unscrew screws -1- of pendulum support.

Depending on the vehicle version (engine), the charge air hose (variant 1) or the coolant hose (variant 2) can also be removed if required.

**Variant 1: vehicles with charge air hose**

- Release hose clamps -1- and -2- and remove charge air hose from charge air cooler and charge air pipe.





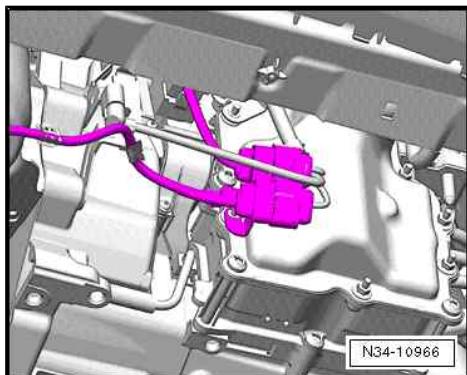
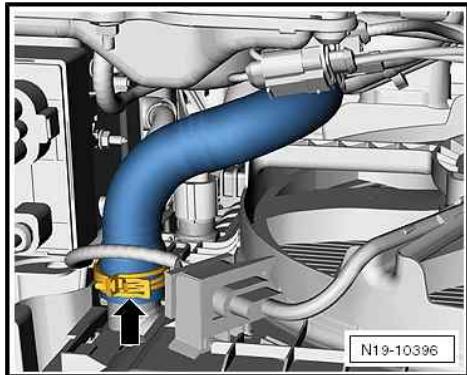
Variant 2: vehicles with coolant hose (display for variant with 1.2 TSI engine)

The design of the coolant hose and how to dismantle the radiator will vary depending on the vehicle version (engine).

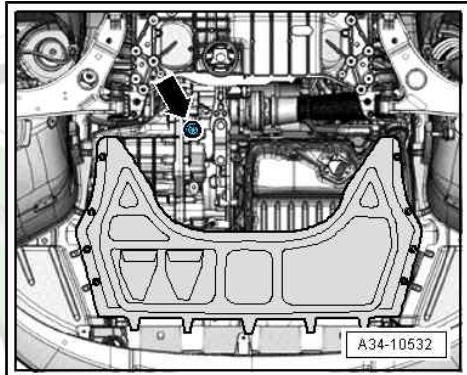
- Proceed as follows to remove the hose and drain the coolant
⇒ Rep. gr. 19 ; Cooling system / coolant; Drain coolant and fill up again .
- After removing the coolant hose, lay aside, connect if necessary.

Continued for all vehicles

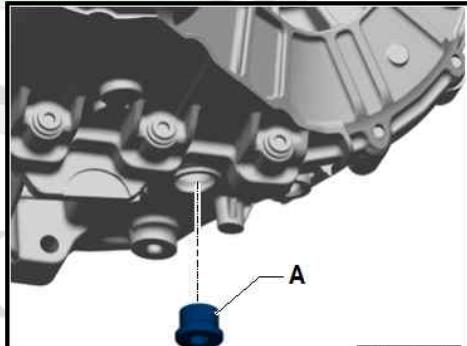
- Remove the electrical lines from the front holder at the mechatronics and tie up to the top (if present).
- Place the catch pan under the gearbox.



- Remove the oil drain plug -arrow- on the gearbox and let the gear oil drain off.



- Reinstall oil drain plug -A-.
- Suction off oil residues which do not escape from the gearbox after removing the mechatronics with the diesel extractor, e. g. -VAS 5226- .



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- Where present, remove the cover above the engaging lever.

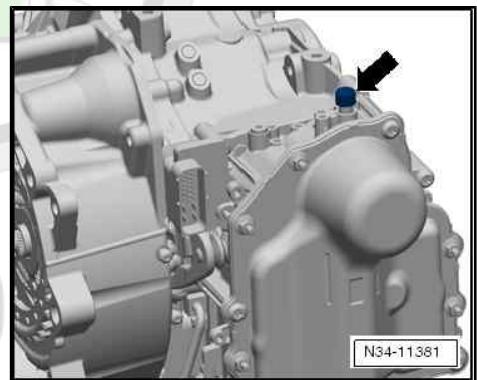


- Remove cover from the ventilation for the mechatronic and close the ventilation with a suitable screw plug to prevent any oil from leaking out.
- The ventilation cap on the mechatronics is damaged when removed and must be replaced!
- Seal the vent using a clean plug from the screw plug set for engine - VAS 6122- or alternatively using a cap - 0AM 325 120 A- .



Note

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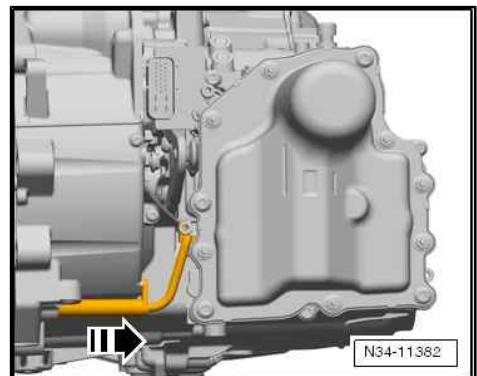


- In some versions, the omitted gearbox input speed encoder 3 - G641- is not required.
- If the mechatronics is equipped with an encoder, the version must still be fitted with a gearbox input speed encoder 3 - G641-
- Assignment ⇒ Electronic Catalogue of Original Parts .

- Carefully unlock the gearbox input r.p.m. sender - G182- with a screwdriver and pull it out of the housing in the -direction of arrow-.

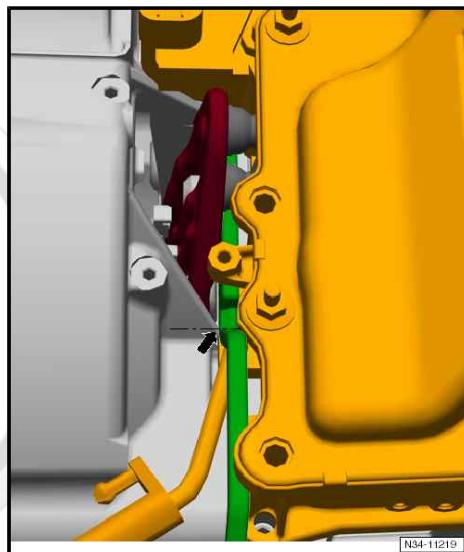
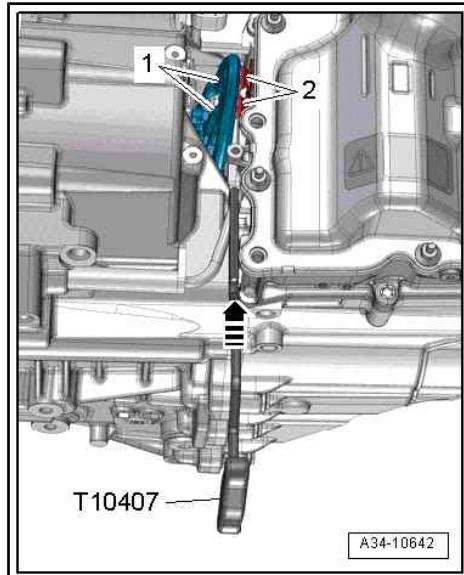
The following operation serves to push both dual clutch gearbox engaging levers off the tappets.

Otherwise the engaging levers will in contact with the mechatronics tappets and it will not be possible to remove the mechatronics.



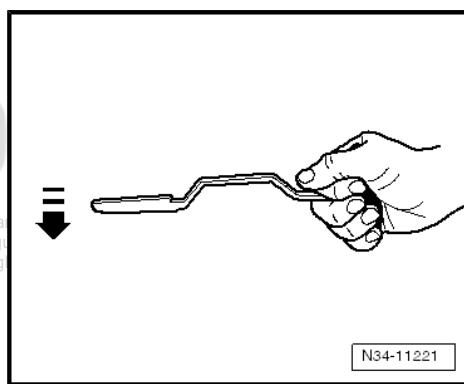


- Insert assembly lever - T10407- in -direction of arrow- under the tappets -2- between the gearbox housing and both engaging levers -1-, as shown in the Figure.

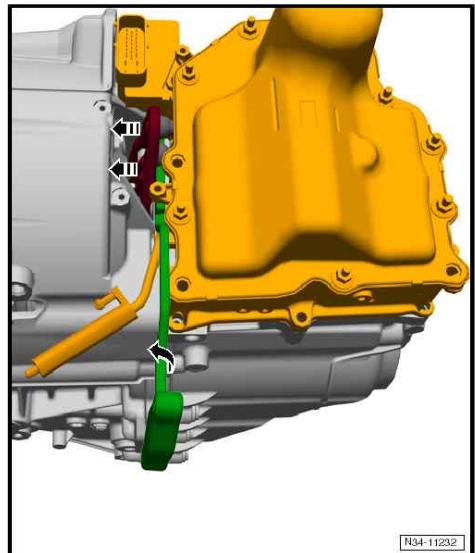


- Insert the assembly lever - T10407- only far enough for the groove to be level with the housing recess -arrow-.
- Do not insert the assembly lever - T10407- up to the stop.
- The rear of the assembly lever must rest against the gearbox housing.
- When turning, only apply limited force to the lever end to prevent the lever from falling out while turning.

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- Turn the assembly lever - T10407- to the left in -direction of arrow- and thus press the engaging lever away from the tappets.
- Do not remove the assembly lever - T10407- .
- The assembly lever remains inserted between the engaging lever and the gearbox housing for the duration of the assembly time.
- Removing the assembly lever can have negative consequences on the automatic adjusting device of the dual clutch gearbox.



If necessary, press the assembly lever - T10407- against the gearbox using a screwdriver, thereby both levers of the double clutch gearbox are pressed off the mechatronics .

- While doing so, the rubber grommets of the dual-clutch adjusters should not be damaged.



Caution

There is a risk of damage to the dual-clutch gearbox mechatronics - J743- .

- *Do not slacken cover screws for mechatronics for double clutch gearbox - J743- .*



- Unscrew long screws -B- (4 screws, M8 x 90) crosswise in stages.
- Remove short screws -A- (3 screws, M8 x 35) crosswise in stages.



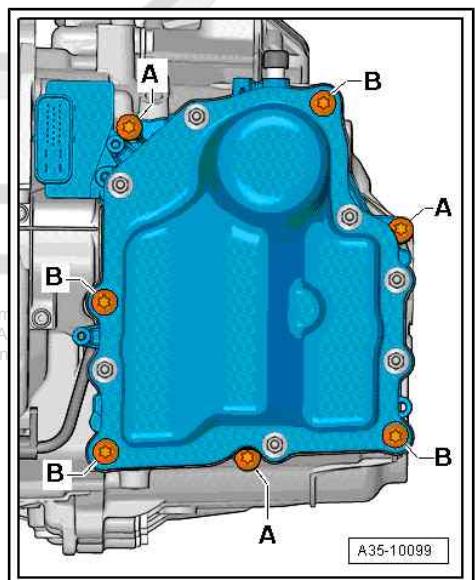
Caution

There is a risk of destruction of the dual clutch gearbox mechatronics - J743- .

Static discharges may destroy the control unit and the mechatronics.

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- *Only then touch or remove them after you have discharged yourself electrostatically at an earthed object beforehand, e.g. skin contact with earth.*



- Grab with the hand (without gloves) at the mass, in order to discharge yourself electrostatically.
- Remove mechatronics.



- Lay the removed Mechatronics to the side so that no oil can leak through the vent, the mechatronics is sealed oil-tight ⇒ [page 183](#)
- After removing the mechatronics, leave the assembly lever - T10407- inserted between the engaging levers of the double clutch and gearbox housing. Removing the assembly lever can produce negative effects on the automatic adjusting device of the clutch.



Caution

There is a risk of damage to the dual clutch gearbox mechatronics - J743- due to the jammed gear actuator.

- *The mechatronics must not be pulled out with increased force.*

- In a case like this, the mechatronics must first be put into the removal position by hand.
- Put the mechatronics back into the gearbox housing and secure with a screw.
- Bring the mechatronics to removal position by hand ⇒ [“1.3 Bringing the mechatronics for double clutch gearbox J743 to the removal position by hand”, page 82](#).
- Before installing the mechatronics, extract residual oil out of the gearbox with e.g. diesel extractor - VAS 5226- .

Install mechatronics ⇒ [“1.4 Installing mechatronics for double clutch gearbox J743 ”, page 83](#).

Tightening torques - summaries of components

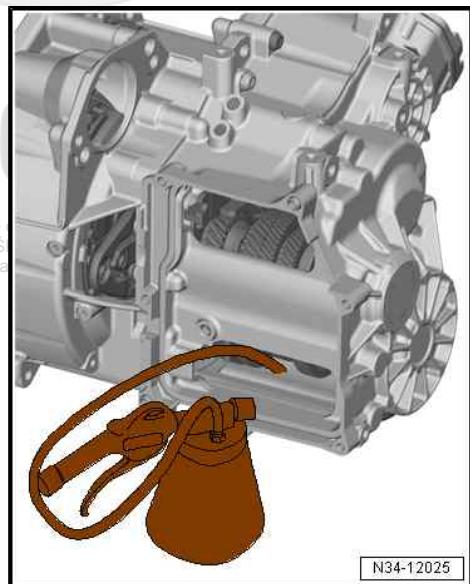


Note

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Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Oil drain plug ⇒ [“1.1 Summary of components - mechatronics for double clutch gearbox J743 ”, page 73](#)



N34-12025

1.3 Bringing the mechatronics for double clutch gearbox - J743- to the removal position by hand

Special tools and workshop equipment required

- ◆ Sealing grease - G 052 128 A1-

If it could not be brought to removal position using ⇒ Vehicle diagnostic tester, the mechatronics must be brought to removal position by hand.

It can happen that the mechatronics cannot be removed. In this case, the gear actuator -arrow- jams on the gearbox housing.

The jammed gear actuator must now be pressed by hand into the removal position. To do so, remove the cover on the gearshift shaft.

Work procedure

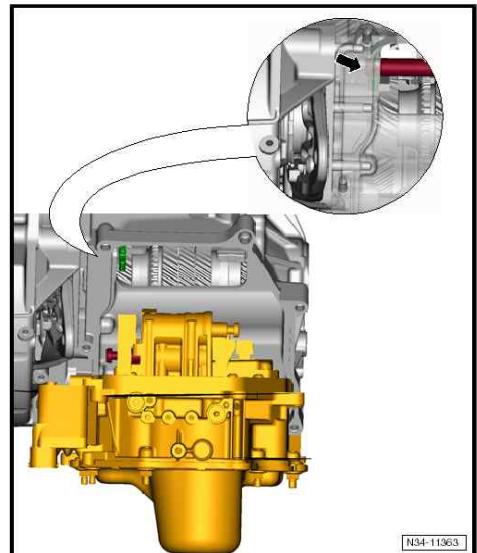


Caution

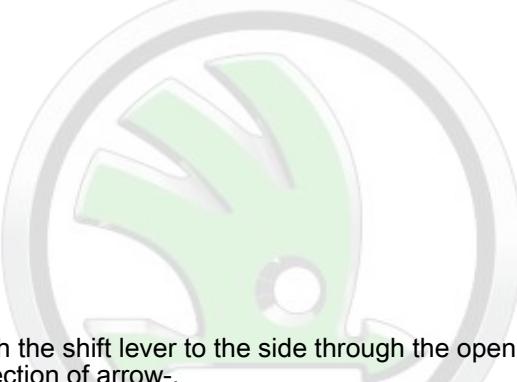
Risk of destruction of the mechatronics for double clutch gearbox - J743- .

After the mechatronics has been moved manually to the removal position, the mechatronics can be loosened and removed from the gearbox.

- If the attempt is still unsuccessful, secure the mechatronics to the gearbox with at least one bolt to prevent it from falling.



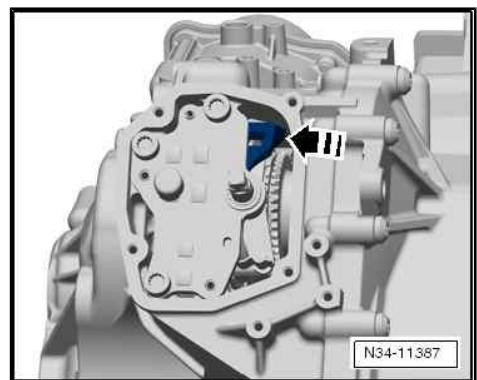
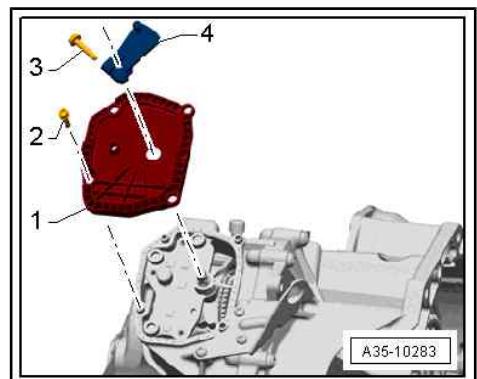
- Shift selector lever into position P.
- Remove parking lock cover -1- [⇒ “2.1 Removing and installing cover for parking lock”, page 193 .](#)



- Push the shift lever to the side through the opening in the -direction of arrow-.

By doing so, the jammed gear actuator is now pressed back and the mechatronics can be removed.

- Clean sealing surface on the gearbox and on the parking lock cover.
- Grease the shaft seal in the cover with sealing grease - G 052 128 A1- .
- Install the cover and the gearshift lever again [⇒ “2.1 Removing and installing cover for parking lock”, page 193 .](#)



After the repair, the gear oil is filled through the opening in the cover for the parking brake. DA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

1.4 Installing mechatronics for double clutch gearbox - J743-

Special tools and workshop equipment required

- ◆ Assembly lever - T10407-
- ◆ Guide bolt - T10406-
- ◆ Catch pan - VAS 6208-
- ◆ Diesel extractor , e. g. -VAS 5226-



Precondition for assembly

- The assembly lever - T10407- is inserted between the engaging levers of the double clutch gearbox and the gearbox housing.

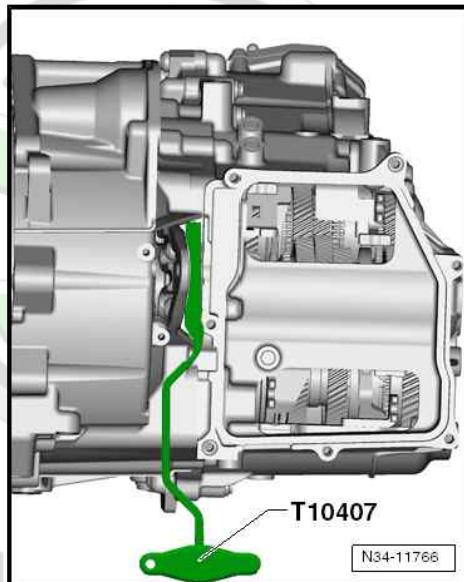
During mechatronics installation, observe the following:

- After unpacking, do not liquidate the packaging or the red vent pipe cap of the new mechatronics. These will be needed for returning the removed mechatronics.
- The removed mechatronics is sent back with oil (close the ventilation opening with a suitable plug).
- The mechatronics is allocated according to the gearbox code letters ⇒ Electronic Catalogue of Original Parts .
- The new mechatronics is precisely filled with oil. Do not drain or oil or top up with oil.
- After installation of the new mechatronics, the immobilizer must be adjusted ⇒ Vehicle diagnostic tester.

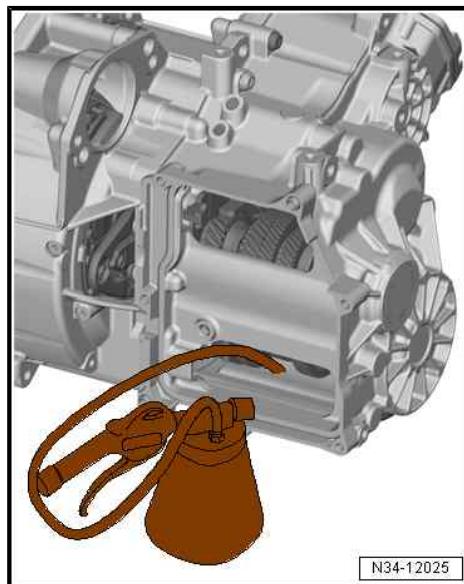


Note

If a universal mechatronics has been used for the repair, replacement of the mechatronics must be carried out by performing an adjustment by loading the correct software. To do this, the data from the original mechatronics must be stored. For the entire procedure, see TPI 2039772.



- Suction off residual oil from the gearbox with diesel suction device, e. g. -VAS 5226- .



- Make sure that all the shift forks are in the centre position before installing the mechatronics for double clutch gearbox - J743- .

All shift forks have 3 positions:

- ♦ Gear engaged
 - ♦ Neutral -N-
 - ♦ Gear engaged
- Consecutively bring all 4 shift forks once into each position -arrows-, if necessary turn a little on the pinions.

N - Neutral/Idle position

R - Reverse gear

1 - first gear

2 - second gear

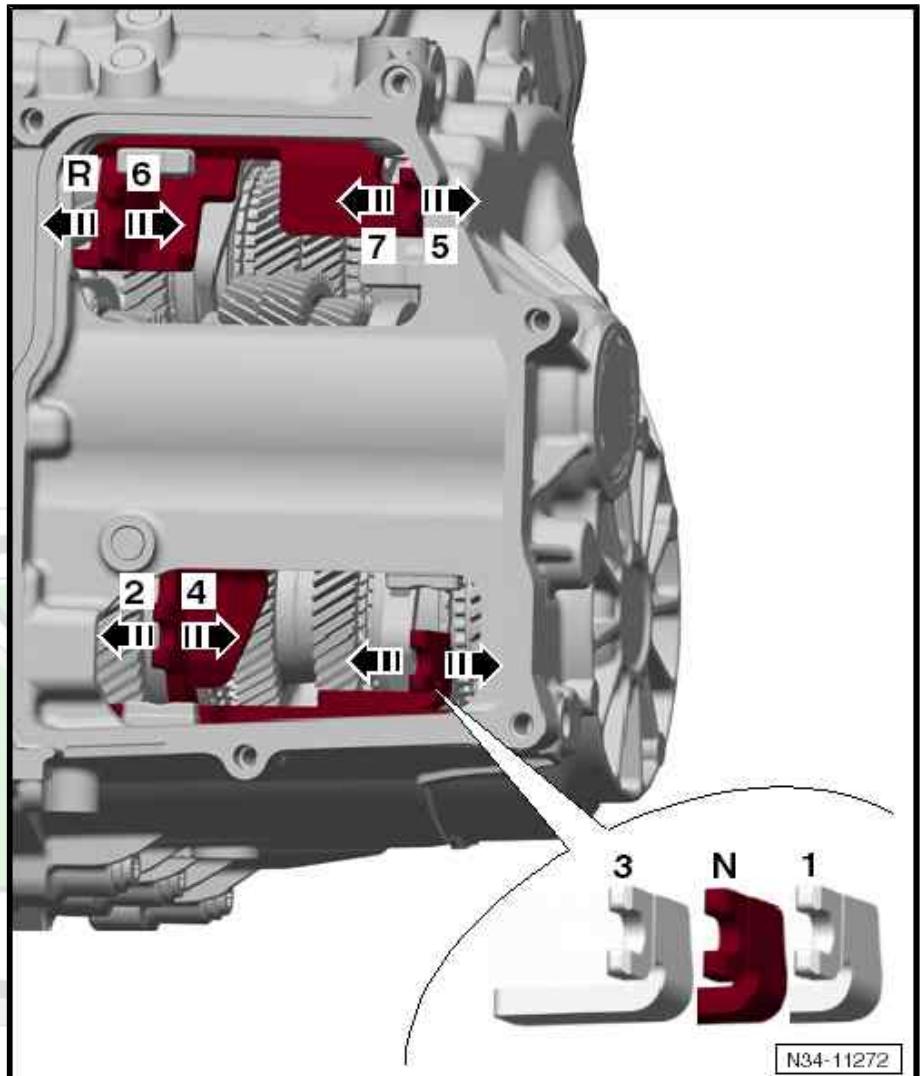
3 - third gear

4 - fourth gear

5 - fifth gear

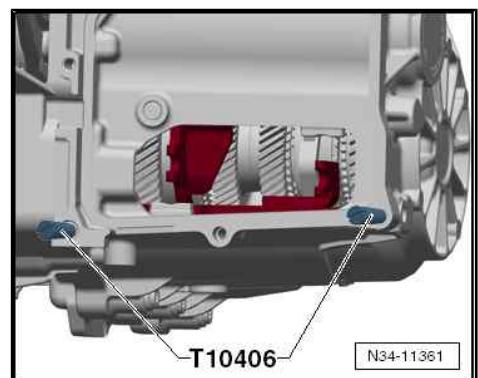
6 - sixth gear

7 - seventh gear



- Then bring all the shift forks back to the centre position, position -N-.

- Tighten the guide bolts - T10406- until they are hand-tight.
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Adjust gear actuator

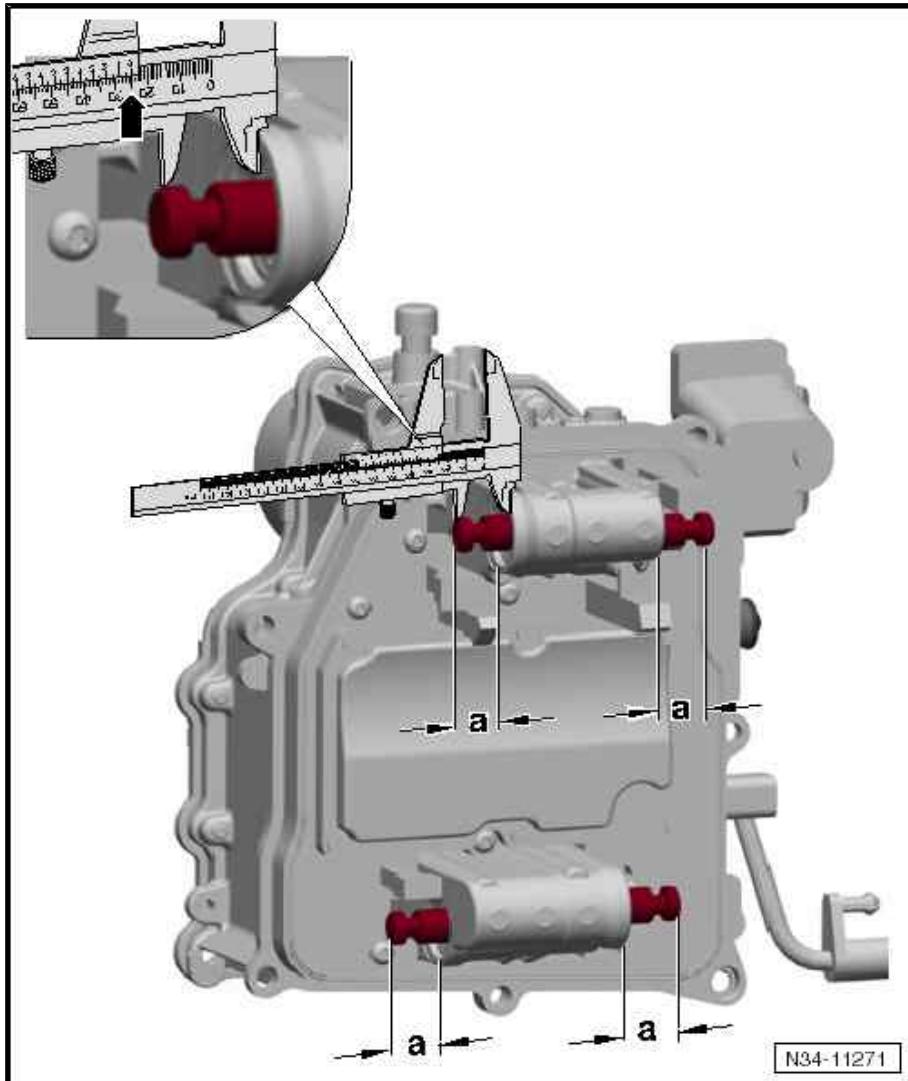


Caution

There is a risk of damage to the mechatronics for double clutch gearbox - J743- .

When setting the gear actuators, do not press the senders.

- Set the 4 gear switches on the rear side of the mechatronics for double clutch gearbox - J743- into the specified position.



Specified position:

-a- = 25 mm

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New mechatronics for dual-clutch gearboxes

- Before installing a new mechatronics, replace all dowel sleeves. Assignment ⇒ Electronic Catalogue of Original Parts .
- Clean the sealing surface on the gearbox housing on which the mechatronics will rest at a later stage.

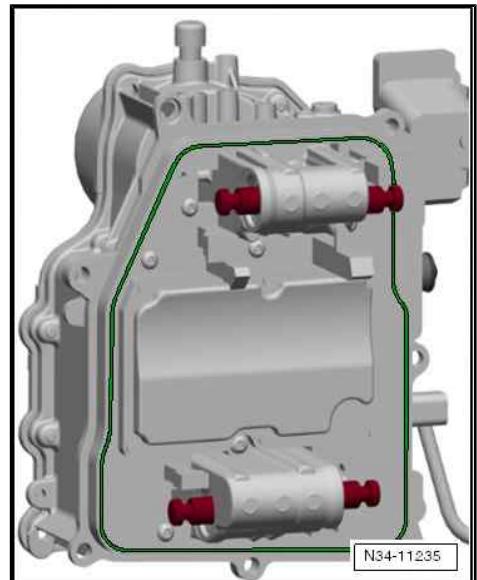
Oil residues on the sealing surface can lead to the wrong diagnosis »leaking« at a later stage.

- The seal for Mechatronics for dual-clutch gearboxes - J743- must rest cleanly in the groove.

Expanded mechatronics that will be reinstalled

- Remove the old seal from the mechatronics and clean the sealing groove (shown in green) before installing a new seal.

The seal can only be inserted in one position.



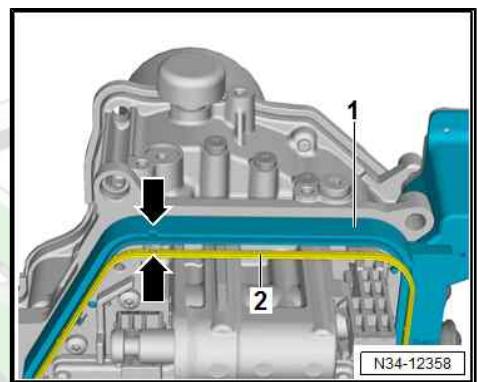
- Insert new seal in the groove around the mechatronics.
- The tabs on the seal -bottom arrow- must cover the recess on the mechatronics -top arrow-.

Continued for all versions

- Look through the gearbox input speed encoder 3 - G641- (if present).
- The clip must not be damaged.

 **Note**

- In some versions, the omitted gearbox input speed encoder 3 - G641- is not required.
- If the mechatronics is equipped with an encoder, the version must still be fitted with a gearbox input speed encoder 3 - G641-
- Assignment ⇒ *Electronic Catalogue of Original Parts* .



- Install mechatronics.

- Insert and tighten new screws for the mechatronics ⇒ [page 74](#).

- Adhere to the assembly and tightening order.



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Risk of damage do clutches.

If the engaging lever falls heavily onto the tappet, it will be subjected to overpressure and automatic clutch setting will be activated. Automatic clutch setting cannot be cancelled.

- When handling and placing the mechatronics in position, make sure that the shift levers are not unintentionally pushed out of position. Also pay attention to the engaging lever and the tappet of the mechatronics.

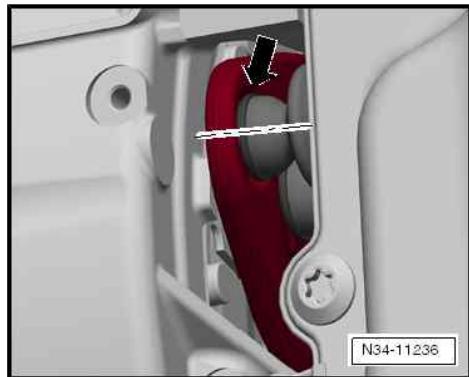


- Make sure that the two coupling adjusters engage precisely into the engaging lever bearing. -Arrow-.
- Rubber grommets of the clutch plates must not be damaged.
- The rubber grommets must rest on the mechatronics.

An incorrect assembly or damage to the rubber grommets leads to oil leakage in the mechatronics.

The tappets can be put into their correct positions by means of a hook made from welding wire.

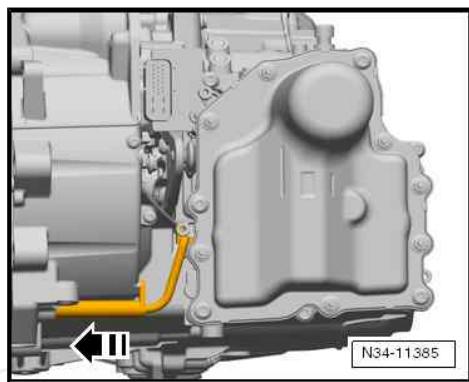
- Turn the assembly lever - T10407- slowly and carefully to the right and remove it.
- The tappets must engage slowly in the holders.
- Pull out the tappets by hand until they fit into the holders correctly.



N34-11236

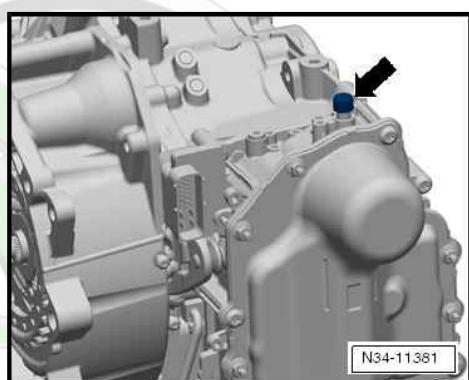
For mechatronics with gearbox input speed encoder - G182-

- Position the gearbox input r.p.m. sender - G182- in the -direction of arrow- on the gearbox housing.
- The clip for the gearbox input speed encoder - G182- must not be damaged.
- The gearbox input r.p.m. sender - G182- must be positioned completely and tightly with its tab on the gearbox housing.



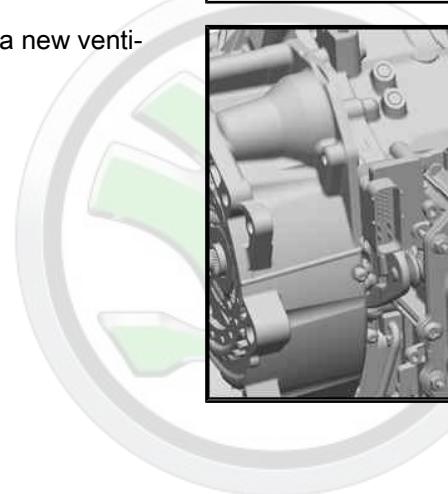
N34-11385

Continued for all versions



N34-11381

- Remove the screw plug from the vent and install a new ventilation cap -arrow-.



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- If fitted, install the cover above the engaging lever to prevent contamination.



- Install pendulum support (if removed) ⇒ Engine; Rep. gr. 10 .

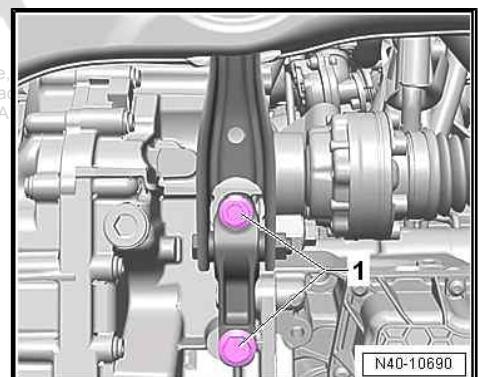
Installation is carried out in the reverse order. When installing, note the following:
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Vehicles with charge air hose (variant 1)

- Install charge air hose ⇒ Rep. gr. 21 ; Charge air system; Summary of components - charge air system .

Vehicles with coolant hose (variant 2)

- Connect coolant hose to radiator ⇒ Rep. gr. 19 ; Radiator/radiator fan; Summary of components - radiator/radiator fan .
- Fill coolant ⇒ Rep. gr. 19 ; Cooling system, coolant; Draining and filling coolant .



Continued for all vehicles

- Pour in gear oil ⇒ ["6.1 Change gearbox oil", page 187](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Inspect setting of selector lever control cable; adjust if necessary ⇒ ["2.3 Inspecting and adjusting the selector lever control cable", page 108](#) .
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- After the installation of the new mechatronics, the basic setting has to be done and the immobilizer has to be ⇒ Vehicle diagnostic tester adapted.
- If a universal mechatronics has been used for the repair, replacement of the mechatronics must be carried out by performing an adjustment by loading the correct software. To do this, the data from the original mechatronics must be stored. For the entire procedure, see TPI 2039772.

Tightening torques - summaries of components



Note



Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Mechatronics for double clutch gearbox - J743- [⇒ “1.1 Summary of components - mechatronics for double clutch gearbox J743 ”, page 73](#)

1.5 Replacing bellows with clutch plate

Special tools and workshop equipment required

- ◆ Catch pan , e.g. -VAS 6208-
- ◆ Cleaning solution - D 009 401 04- ⇒ Electronic Catalogue of Original Parts



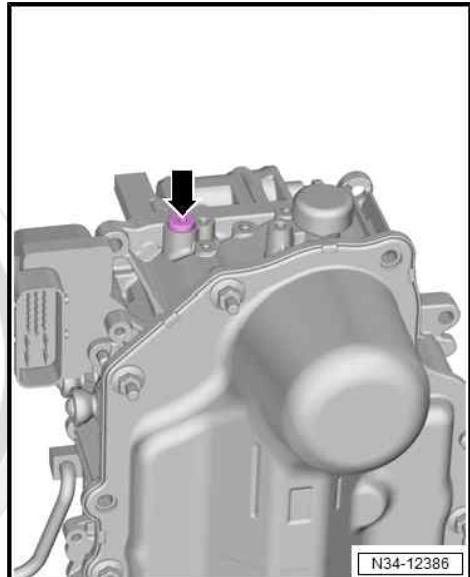
Caution

There is a risk of damage to the dual clutch gearbox mechatronics.

- *To ensure correct and successful gearbox repair, the greatest amount of care and cleanliness as well as the use of good and proper tools are essential.*
- *The clutch plate is magnetic. Only remove the new clutch plate from the packaging before installation to ensure maximum cleanliness.*
- *Install the clutch plate immediately after removing it from the packaging, do not put it down anywhere.*

Removing

- Remove mechatronics [⇒ “1.2 Removing mechatronics for double clutch gearbox J743 ”, page 75](#).
- Remove the oil drain plug for mechatronics -arrow-.



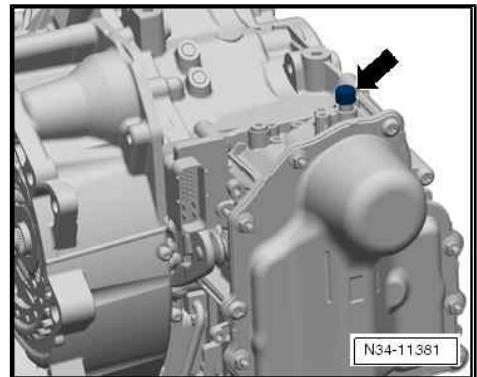
N34-12386

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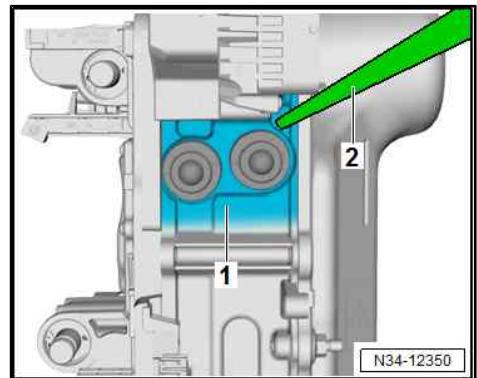
- Remove vent cap -arrow-if this has not already been carried out.
- The vent cap on the mechatronics is destroyed during removal and must be replaced ⇒ Electronic Catalogue of Original Parts .

When turning the mechatronics, oil runs out of both the filling and venting bore.

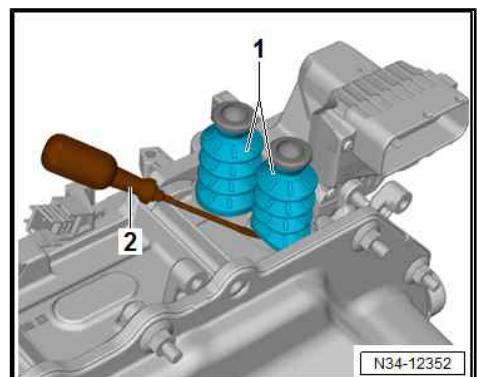
- Therefore, make sure that both holes are above the drip tray .
- Turn mechatronics and let the hydraulic oil fully drain.
- Lay Mechatronics on a clean flat surface, e.g. on a workbench. after draining the oil.
- The filling opening points upwards.
- The area around the clutch plate must be clean and dry. Any contamination may later result in leaks.



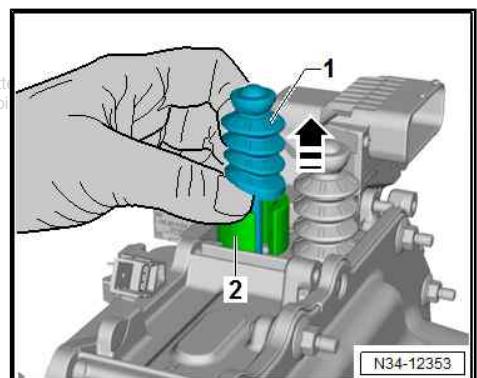
- Rinse the area -1- with clutch plate with a cleaning solution - D 009 401 04- or with a bottle -2- with detergent.
- Remove persistent stains with a brush.
- Thoroughly clean the entire area again -1- with lint-free tissue.
- Turn mechatronics over so that the clutch plates point upwards.



- Level the bellows of the clutch plate -1- off the mechatronics with a suitable screwdriver -2-, but do not pull out the pistons.
- Thoroughly clean the guide sleeve (included with the repair kit) before each work step, as any contamination may lead to leaks at a later date.



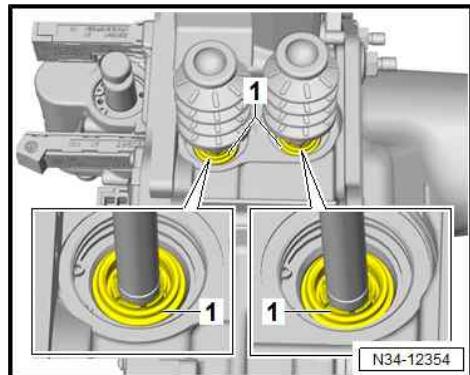
- Place the guide sleeve -2- on the mechatronics through the large opening facing upwards, as shown in the figure.
- Hold the sleeve with one hand and pull out the clutch plate -1- with the other hand until the guide sleeve stops.



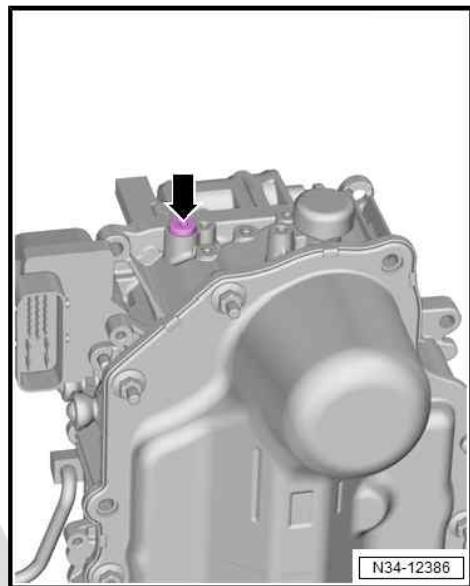


- Carefully remove guide sleeve -2- from the clutch plates.
- The clutch adjuster -1- may not be pulled out further.

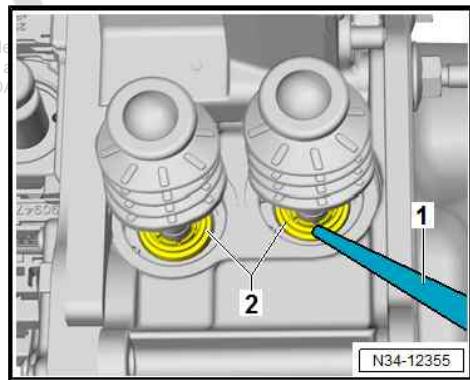
Also repeat this process with the second clutch adjuster.



- Again place mechatronics in such a way that the oil filling hole -arrow- is pointing upwards.



- Rinse the area around the seal -2- with cleaning solution - D 009 401 04- or with a bottle -2- with detergent.
- Then drain the detergent and wipe dry with lint-free tissue.



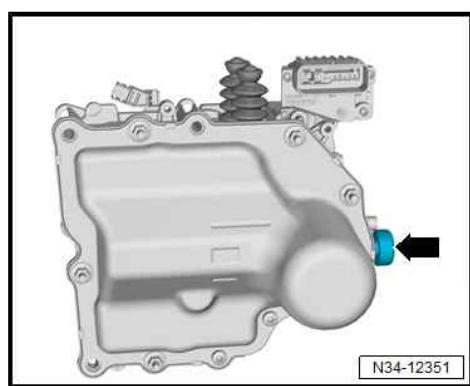
- Set mechatronics back up so that the clutch plates point upwards.
- In all work, the greatest possible care and cleanliness is important. Therefore, make sure that no dirt gets into the hole when pulling out the clutch adjuster.
- Pull out the two clutch plates from the mechatronics.

Installing



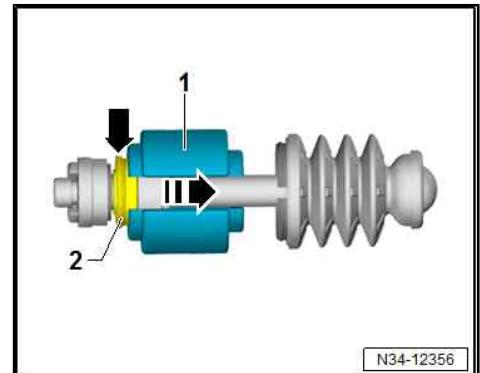
Caution

There is a risk of damage to the dual clutch gearbox mechatronics.



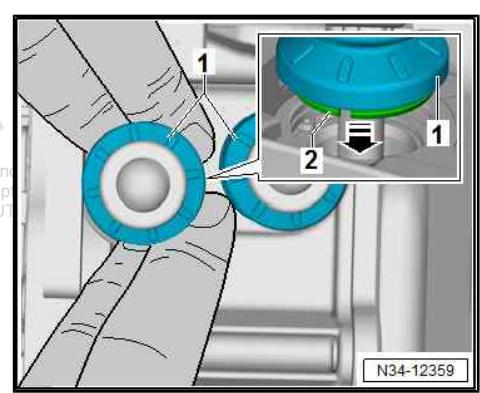
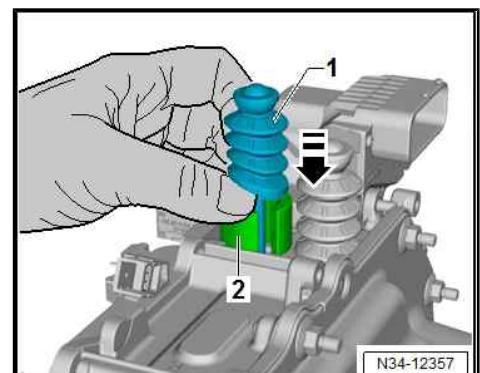
- To ensure correct and successful gearbox repair, the greatest amount of care and cleanliness as well as the use of good and proper tools are essential.
- The clutch plate is magnetic. Only remove the new clutch plate from the packaging before installation to ensure maximum cleanliness.
- Install the clutch plate immediately after removing it from the packaging, do not put it down anywhere.

- Thoroughly clean the guide sleeve before each work step because any contamination may later lead to leaks.
- Apply a thin layer of oil to the seal sealing lip-arrow- -2- lightly oil and put it on the guide sleeve until it stops -1-.



- Carefully place the clutch adjuster -1- with guide sleeve -2- on the opening of the mechatronics.
- Hold the guide sleeve with one hand and insert the coupling plate approx. 30 mm into the mechatronics with the other hand.
- Carefully remove the guide sleeve.
- The clutch adjuster must not be pulled out repeatedly.
- Carefully insert the clutch plate further into the mechatronics so that the bellows rests on the bore.
- Firmly lock the bellows -1- with the lock -2- with four fingers in the hole in the mechatronics.

The second clutch plate is installed in the same way.

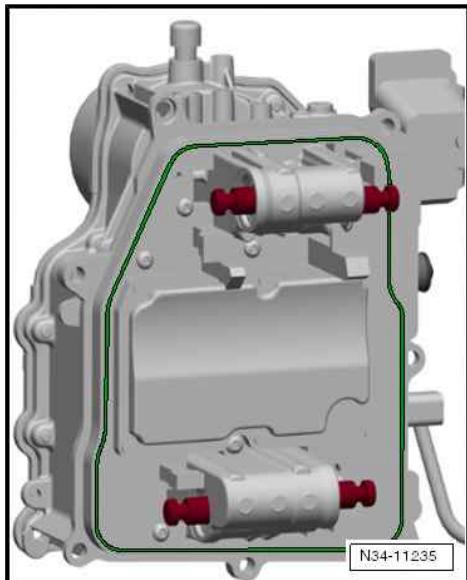


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- Remove the old seal from the mechatronics and clean the sealing groove (marked green in the illustration) before installing a new seal.

The seal can only be inserted in one position.



- Insert new seal in the groove around the mechatronics.
- The tabs on the seal -bottom arrow- must cover the recess on the mechatronics -top arrow-.
- Fill oil into the mechatronics **⇒ “6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743 draining and filling”, page 189**.
- Install mechatronics **⇒ “1.4 Installing mechatronics for double clutch gearbox J743”, page 83**.

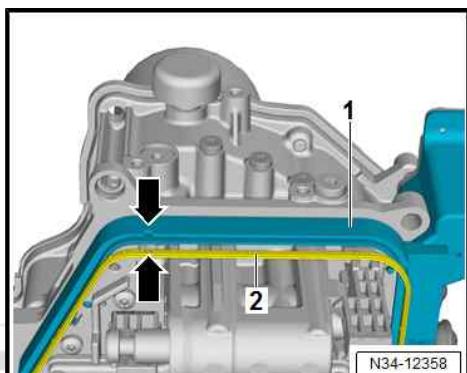
Tightening torques - summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Oil drain plug for mechatronics **⇒ “1.1 Summary of components - mechatronics for double clutch gearbox J743”, page 73**



1.6 Replace control unit for mechatronics for dual clutch transmissions - J743-

Special tools and workshop equipment required

- ◆ ESD workstation - VAS 6613-
- ◆ Wedge - T10383-
- ◆ Protective goggles

When working on the control unit, always observe the following:



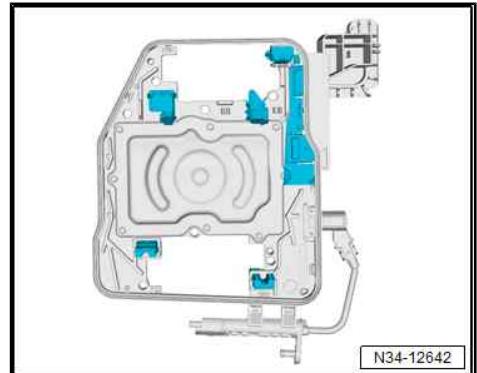
Caution

There is a risk of damage to the mechatronics for double clutch gearbox - J743- .

- **To ensure correct and successful gearbox repair, the greatest amount of care and cleanliness as well as the use of good and proper tools are essential.**

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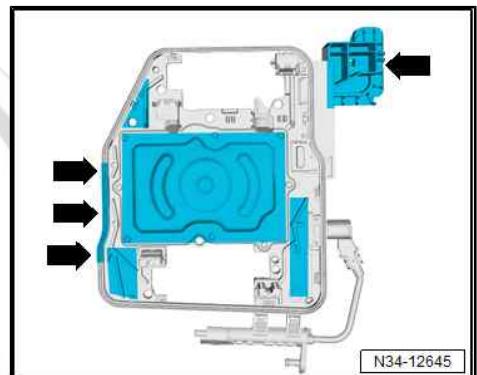
- Risk of damage to the control unit due to electrostatic charge and lack of cleanliness.
- Touch the ESD workstation to discharge static electricity.
- Protect the controller from moisture and dirt.



- Only touch the control unit on the marked surfaces and only lay it down on them.
- Areas where the controller can be touched -arrows-,

Work procedure

- Remove mechatronics [⇒ “1.2 Removing mechatronics for double clutch gearbox J743”, page 75](#).
- Drain hydraulic oil from the mechatronics [⇒ “6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743 draining and filling”, page 189](#),
- Place the developed mechatronics on a workbench with the prepared ESD workstation - VAS 6613- .
- For the subsequent work steps, it is important that the mechatronics is in a stable horizontal position.
- In order to secure the mechatronics in a stable horizontal position, place corresponding supports, for example, wooden blocks, on both sides under the mechatronics.
- Place sufficiently non-fibrous cloths around the mechatronics environment.
- Push the gear actuator -arrows- as far as possible.

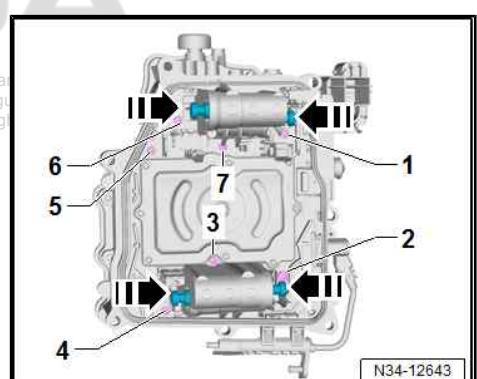


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The oil reservoir below the control unit is under pressure. A sudden release of pressure when loosening the screws could lead to the sudden escape of oil.

- The order for loosening the screws must be strictly adhered to.
- Wear safety goggles.





- Loosen screw -1...6- by about 3 turns.
- Carefully loosen the last screw -7-.

The sudden reduction in pressure in the oil reservoir can lead to an oil fountain.

- Only when the overpressure is reduced can all the screws be completely unscrewed.

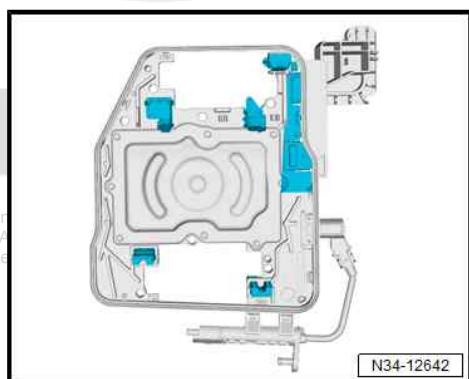
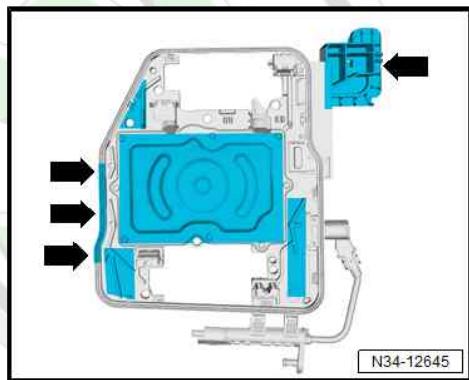
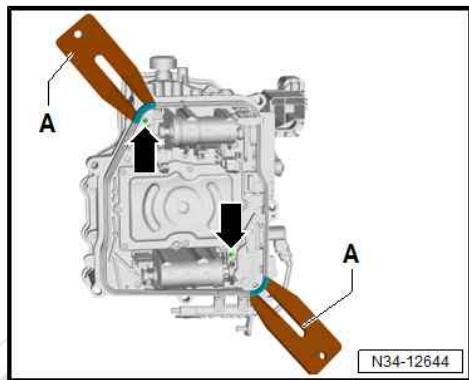
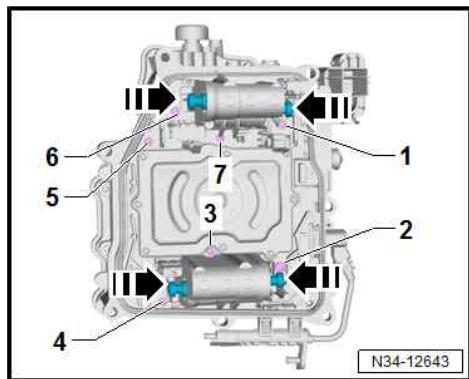
If overpressure is not reduced from the oil reservoir when screw -7- is loosened, the control unit might be »stuck« to the mechatronics.

- In this case, the control unit is easy to lift, so that any possible overpressure is safely dissipated.
- To raise the mechatronics, only use the wedge - T10383- and nothing else. When using unsuitable tools, there is a risk of destroying the Mechatronics for dual clutch transmissions - J743- ,

- Place wedge - T10383- -A- between mechatronics and control unit in the area of the guide pins -arrows- and lift the control unit.

If the control unit on the mechatronics is »stuck«, the overpressure is reduced when lifting it and the oil can escape in an uncontrolled manner.

- Only after a reduction in pressure can all screws of the control unit be unscrewed.
- If the control unit is still »stuck« to the mechatronic system even after all screws have been removed, lever it off with wedge - T10383- until it can be removed (released from the guide pins).
- Take hold of the control unit on the frame in the area of the -arrows- on the left side and on the connector housing on the right side and carefully remove it from the mechatronics.

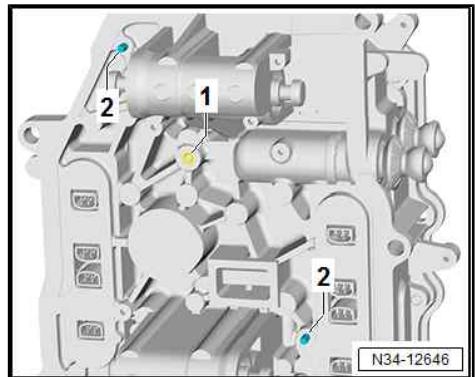


- Store the control unit correctly.
- Never touch or place the controller on the sensor dome.
- Mechatronics should always be left in a stable horizontal position.
- Carefully clean the sealing surface on the mechatronics and also the sealing surface on the gear unit before then installing the mechatronics.
- When cleaning, do not use tools that could cause marks on the sealing surfaces. If you do, leaks would occur in these places.

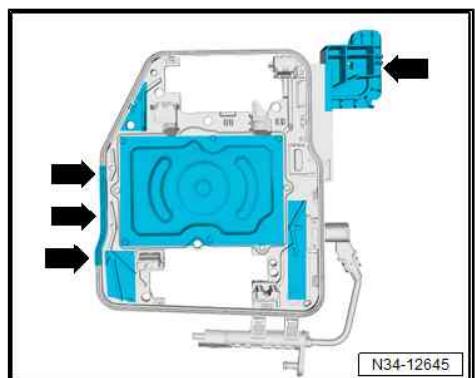
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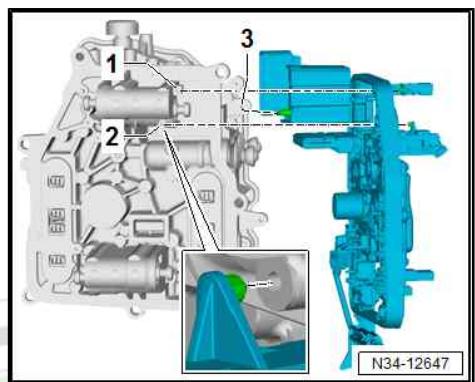
- Replace O-ring -1- and check whether both guide pins -2- are installed.
- Check all gaskets on the new control unit for the correct position:
 - ◆ at the 4-pin plug contact left and right
 - ◆ at the central plug contact in the middle
 - ◆ over the entire circumferential seal
- Only install parts that are free from defects.



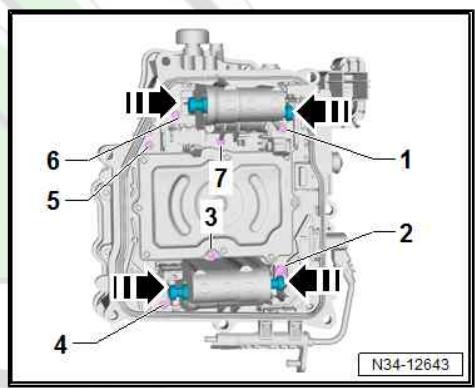
- Take hold of the new control unit on the seal in the area of -arrows- on the left side and on the connector housing -arrow- on the right side and carefully insert into the mechatronics.



- When inserting, make sure that it is fixed in the guide pins.
- Be careful when installing the guide pins -1-, -2- and -3- on the control unit. These must be aligned with the guide holes of the -magnifier-.
- Only when the guide elements are aligned with each other, can they be pressed onto the marked surfaces on the control unit (Figure N34-12645) so that the sealing surfaces come into contact.



- Screw in screw -1 ... 7- hand-tight and then tighten crosswise to specified tightening torque.
- Fill mechatronics with hydraulic oil [⇒ "6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743 draining and filling", page 189](#).
- Install mechatronics [⇒ "1.2 Removing mechatronics for double clutch gearbox J743", page 75](#).
- After the installation of the mechatronics, the basic setting has to be done and the immobilizer has to be [⇒ Vehicle diagnostic tester adapted](#).



Tightening torque

Component	Tightening torque
Screw the control unit to the mechatronics	5 Nm



2 Shift mechanism

- ⇒ “2.1 Summary of components - Gearshift mechanism”, page 98
- ⇒ “2.2 Inspecting the gearshift mechanism”, page 107
- ⇒ “2.3 Inspecting and adjusting the selector lever control cable”, page 108
- ⇒ “2.4 Check the function of the ignition key removal lock”, page 111
- ⇒ “2.5 Removing and Installing the cover for the shift mechanism”, page 111
- ⇒ “2.6 Removing and installing handle for shift mechanism”, page 114
- ⇒ “2.7 Installing the lock button at the selector lever handle”, page 118
- ⇒ “2.8 Removing and installing selector mechanism”, page 120
- ⇒ “2.9 Removing and installing the selector lever control cable”, page 133
- ⇒ “2.10 Emergency release of gearshift mechanism out of position P”, page 141
- ⇒ “2.11 Removing and installing the Tiptronic switch F189”, page 143
- ⇒ “2.12 Removing and installing selector lever lock solenoid N110”, page 144
- ⇒ “2.13 Removing and installing selector lever switch locked in P F319”, page 144
- ⇒ “2.14 Removing and installing the selector lever sensor control unit J587”, page 144
- ⇒ “2.15 Checking the plug connections on the shift mechanism Octavia II, Superb II, Yeti”, page 144

2.1 Summary of components - Gearshift mechanism

- ⇒ “2.1.1 Summary of components - gearshift mechanism, Octavia II, Superb II, Yeti, vehicles to 05/2009”, page 98
- ⇒ “2.1.2 Summary of components - Gearshift mechanism, Octavia II, Superb II, Yeti, vehicles from 06/2009”, page 100
- ⇒ “2.1.3 Summary of components - Shift mechanism, Fabia II, Roomster”, page 102
- ⇒ “2.1.4 Summary of components - gearshift mechanism, Rapid NH to 05/2015, Rapid India”, page 103
- ⇒ “2.1.5 Summary of components - gearshift mechanism, Rapid NH, vehicles to 06/2015”, page 105

2.1.1 Summary of components - gearshift mechanism, Octavia II, Superb II, Yeti, vehicles to 05/2009

1 - Cover with handle

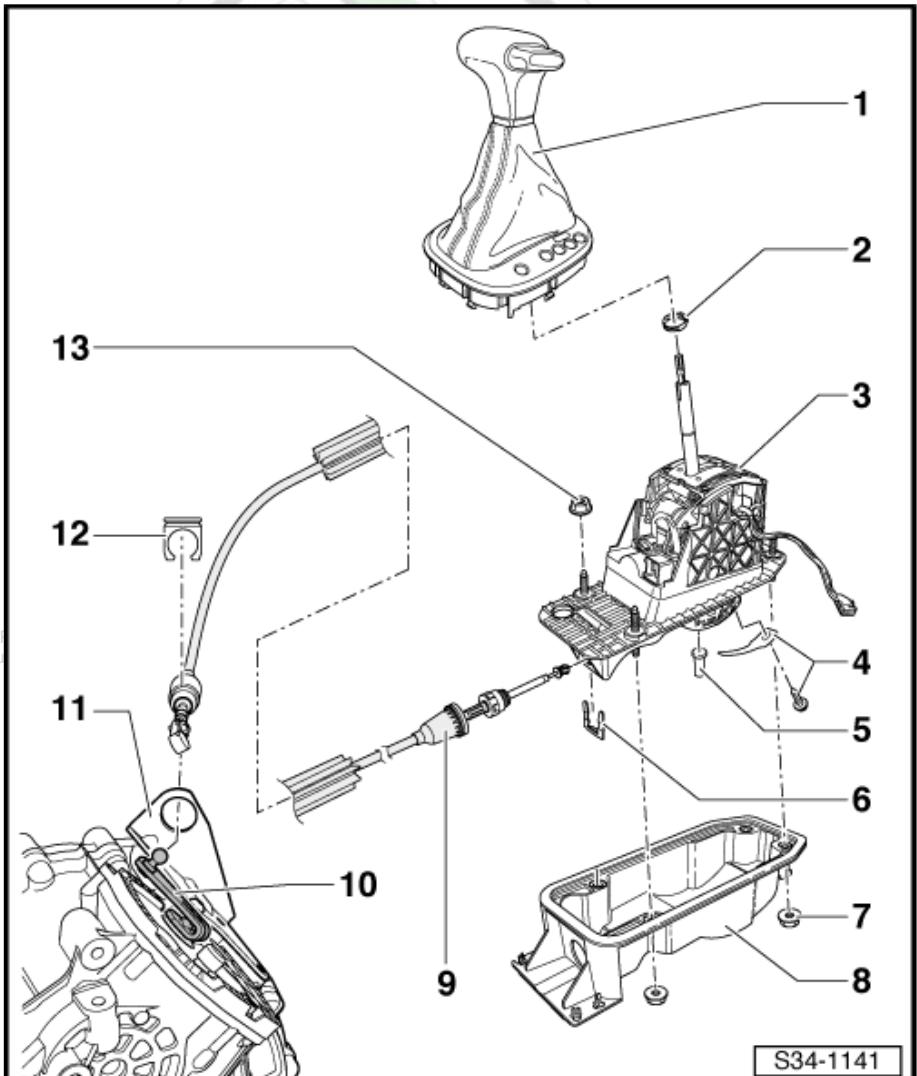
- removing ["2.5 Removing and Installing the cover for the shift mechanism", page 111](#)
- for the emergency release only the cover needs to be unclipped ["2.10 Emergency release of gearshift mechanism out of position P", page 141](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

2 - Clamp

- Replace after removal
- tighten using hose binding claw - V.A.G 1275

3 - Selector lever and shift mechanism

- with selector lever lock solenoid - N110-
- Emergency release ["2.10 Emergency release of gearshift mechanism out of position P", page 141](#)
- Removing and installing ["2.8 Removing and installing selector mechanism", page 120](#)
- after the installation adjust the selector lever control cable ["2.3 Inspecting and adjusting the selector lever control cable", page 108](#)



S34-1141

4 - Screw with spring

- 3 Nm

5 - Bolt

- removing ["2.9 Removing and installing the selector lever control cable", page 133](#)
- do not grease

6 - Lock washer

- Replace after removal

7 - Nut

- Qty. 4
- 9 Nm

8 - Shift housing

- with gasket

9 - Selector lever control cable

- Do not grease selector lever control cable
- Removing and installing ["2.9 Removing and installing the selector lever control cable", page 133](#)
- testing and adjusting ["2.3 Inspecting and adjusting the selector lever control cable", page 108](#)

10 - Gearshift lever



11 - Cable support

- for selector lever control cable

12 - Lock washer

- when installing, make sure that it locks correctly into place
- Replace after removal

13 - Nut

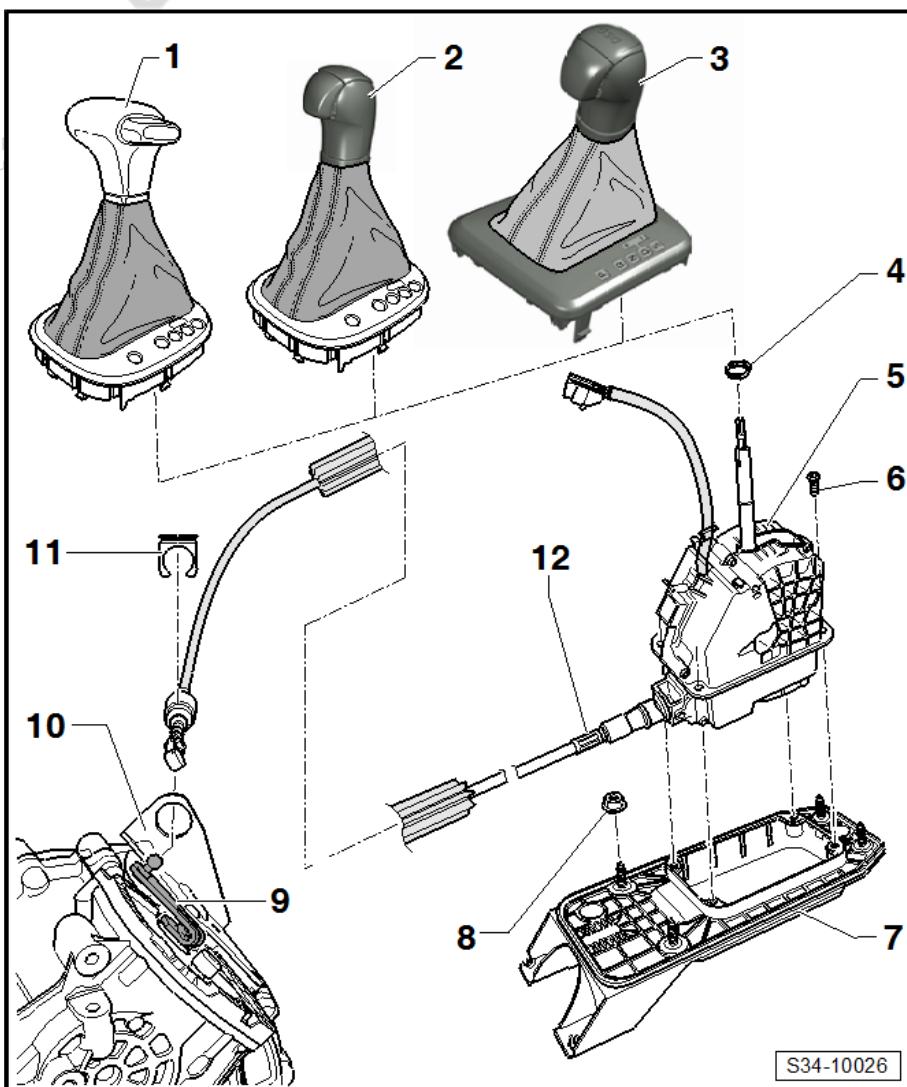
- Qty. 4
- 9 Nm



2.1.2 Summary of components - Gearshift mechanism, Octavia II, Superb II, Yeti, vehicles from 06/2009

1 - Cover with handle up to 11.2012 (CW 45) (Octavia II, Superb II, Yeti)

- Removing and installing cover [⇒ "2.5 Removing and Installing the cover for the shift mechanism", page 111](#)
- Removing and installing handle up to 11.2012 (CW 45) [⇒ "2.6 Removing and installing handle for shift mechanism", page 114](#)
- From 11/2012 (CW 45), the selector handle was changed, see Pos.
- for the emergency release only the cover needs to be unclipped [⇒ "2.10 Emergency release of gearshift mechanism out of position P", page 141](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover



2 - Cover with handle as of 11.2012 (CW 45) (Octavia II, Superb II, Yeti)

- Removing and installing cover [⇒ "2.5 Removing and Installing the cover for the shift mechanism", page 111](#)
- Removing and installing handle as of 11.2012 (CW 45) [⇒ "2.6 Removing and installing handle for shift mechanism", page 114](#)
- for the emergency release only the cover needs to be unclipped [⇒ "2.10 Emergency release of gearshift mechanism out of position P", page 141](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

3 - Cover with handle (Rapid NH)

- Removing and installing cover [⇒ "2.5 Removing and Installing the cover for the shift mechanism", page 111](#)
- Removing and installing handle [⇒ "2.6 Removing and installing handle for shift mechanism", page 114](#)
- for the emergency release only the cover needs to be unclipped [⇒ "2.10 Emergency release of gearshift mechanism out of position P", page 141](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

4 - Clamp

- Replace after removal
- tighten using hose binding claw - V.A.G 1275-

5 - Selector lever and shift mechanism

- with selector lever lock solenoid - N110-
- Emergency release [⇒ "2.10 Emergency release of gearshift mechanism out of position P", page 141](#)
- Removing and installing [⇒ "2.8 Removing and installing selector mechanism", page 120](#)
- after the installation adjust the selector lever control cable [⇒ "2.3 Inspecting and adjusting the selector lever control cable", page 108](#)
- Remove the shift mechanism from the shift housing [⇒ page 101](#)

6 - Screw

- 8 Nm

7 - Shift housing with gasket

- Remove shift housing [⇒ page 101](#)

8 - Nut

- Qty. 4
- M6 - 8 Nm
- M8 - 25 Nm

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9 - Gearshift lever

10 - Cable support

- for selector lever control cable

11 - Lock washer

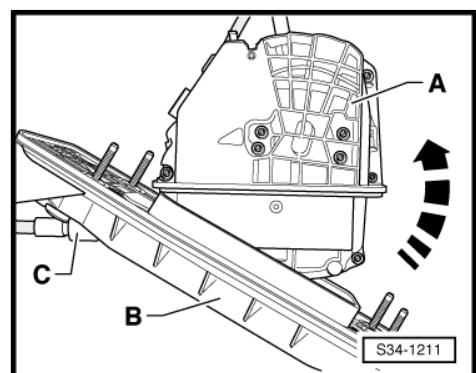
- Replace after removal

12 - Selector lever control cable

- testing and adjusting [⇒ "2.3 Inspecting and adjusting the selector lever control cable", page 108](#)
- The selector lever control cable must not be removed from the shift mechanism Pos. 5 and it must be replaced together as one component part.
- Do not grease selector lever control cable
- remove from the shift housing and install [⇒ page 101](#)

Remove the shift mechanism together with the selector lever control cable from the shift housing

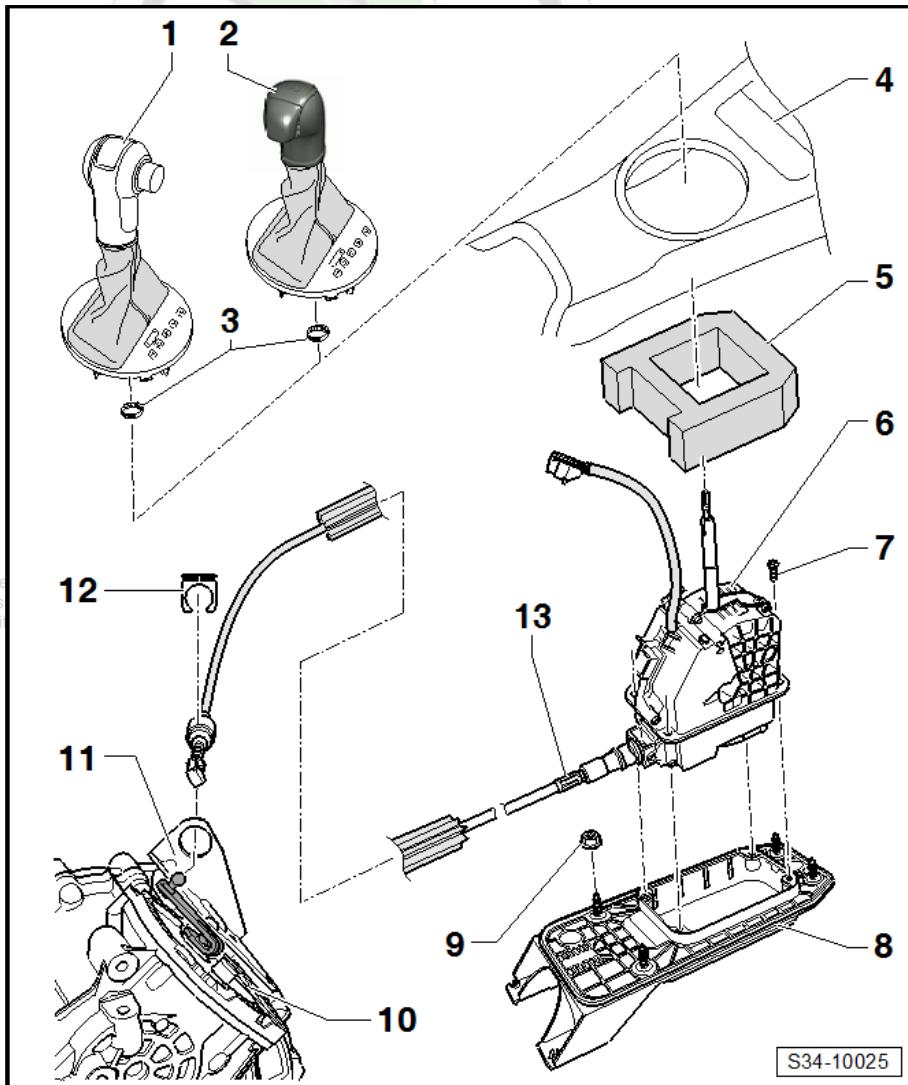
Remove the shift mechanism -A- together with the selector lever control cable -C- from the shift housing -B- in -direction of arrow-. Do so by 4 screws Pos. 6 from the shift housing Pos. 7.



2.1.3 Summary of components - Shift mechanism, Fabia II, Roomster

1 - Cover with handle up to 11.2012 (CW 45) (Fabia II, Roomster)

- Removing and installing cover [⇒ "2.5 Removing and Installing the cover for the shift mechanism", page 111](#)
- Removing and installing handle [⇒ "2.6 Removing and installing handle for shift mechanism", page 114](#)
- As of 11.2012 (CW 45), the selector handle was changed, see Pos. 2
- for the emergency release only the cover needs to be unclipped from the centre console [⇒ "2.10 Emergency release of gearshift mechanism out of position P", page 141](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover



2 - Cover with handle as of 11.2012 (CW 45) (Fabia II, Roomster)

- Removing and installing cover [⇒ "2.5 Removing and Installing the cover for the shift mechanism", page 111](#)
- Removing and installing handle [⇒ "2.6 Removing and installing handle for shift mechanism", page 114](#)
- for the emergency release only the cover needs to be unclipped from the centre console [⇒ "2.10 Emergency release of gearshift mechanism out of position P", page 141](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

3 - Clamp

- Replace after removal
- tighten using hose binding claw - V.A.G 1275-

4 - Centre console

- remove, for the removal of the gearshift mechanism

5 - Noise insulation

- can only be removed after the removal of the centre console

6 - Gearshift mechanism with selector lever and selector lever control cable

- with selector lever lock solenoid - N110-
- Emergency release [⇒ "2.10 Emergency release of gearshift mechanism out of position P", page 141](#)

- Removing and installing ["2.8 Removing and installing selector mechanism", page 120](#)
- after the installation adjust the selector lever control cable ["2.3 Inspecting and adjusting the selector lever control cable", page 108](#)
- Remove the shift mechanism from the shift housing [page 103](#)

7 - Screw

- Qty. 4
- 8 Nm

8 - Shift housing with gasket

- Remove shift housing [page 103](#)

9 - Nut

- Qty. 4
- M6 - 8 Nm
- M8 - 25 Nm

10 - Gearshift lever**11 - Cable support**

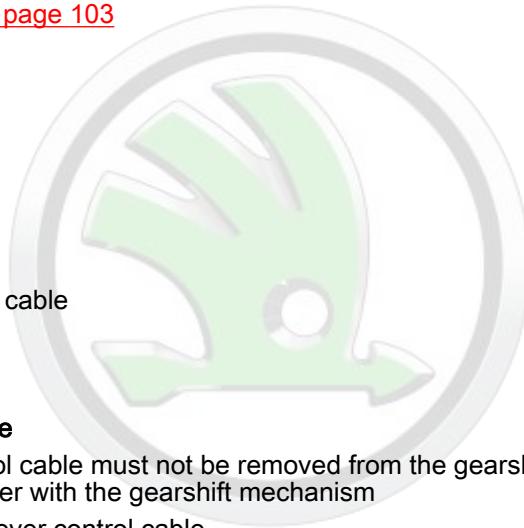
- for selector lever control cable

12 - Circlip

- Replace after removal

13 - Selector lever control cable

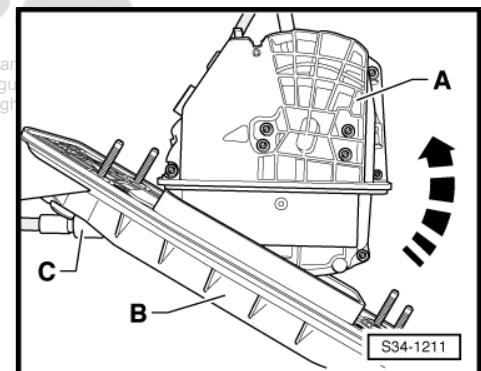
- The selector lever control cable must not be removed from the gearshift mechanism position 6 and it must be replaced together with the gearshift mechanism
- Do not grease selector lever control cable
- remove from the shift housing and install [page 103](#)
- testing and adjusting ["2.3 Inspecting and adjusting the selector lever control cable", page 108](#)



Remove the shift mechanism together with the selector lever control cable from the shift housing

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Remove the shift mechanism -A- together with the selector lever control cable -C- from the shift housing -B- in -direction of arrow-. To do so, unscrew 4 screws Position 7 from the shift housing Position 8.



2.1.4 Summary of components - gearshift mechanism, Rapid NH to 05/2015, Rapid India

1 - Cover with handle

- ❑ Depending upon vehicle equipment
 - ❑ for the emergency release only the cover needs to be unclipped 
"2.5 Removing and Installing the cover for the shift mechanism".
page 111
 - ❑ the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

2 - Cover with handle

- ❑ Depending upon vehicle equipment
 - ❑ for the emergency release only the cover needs to be unclipped **⇒
2.5 Removing and Installing the cover for the shift mechanism**,
page 111
 - ❑ the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

3 - Clamp

- ❑ Replace after removal
 - ❑ tighten using hose binding claw - V.A.G 1275-

4 - Shift mechanism

- with selector lever lock solenoid - N110-
 - Remove shift housing **⇒ Fig. “Remove the shift mechanism together with the selector lever control cable from the shift housing”**, page 105

5 - Screw

- 8 Nm

6 - Shift housing with gasket

with gasket the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

- Remove the shift mechanism from the shift housing [⇒ page 105](#)

Z-Nut

- Qty. 4
 25 Nm

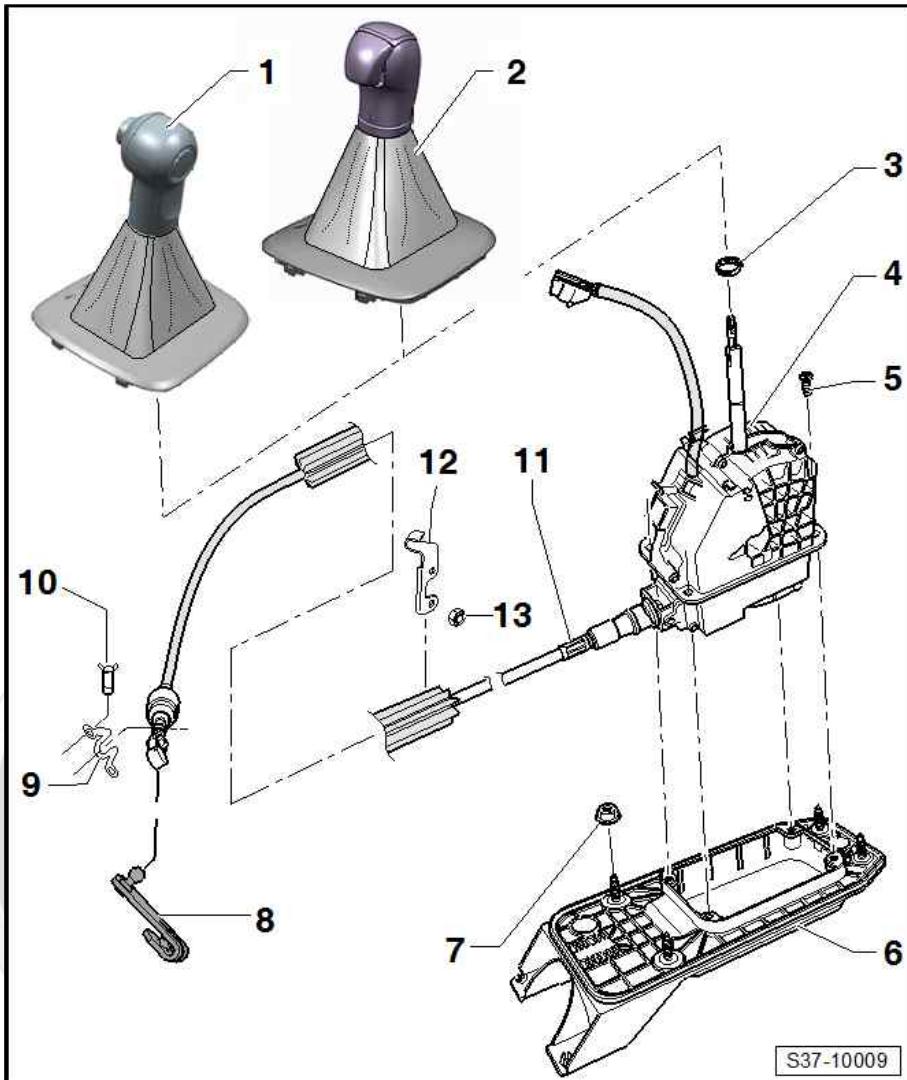
8 Gearshift lever

9 Cable support

- #### **Cable support**

10. Screw

- for cable support to gearbox
 - Qty. 2
 - 23 Nm



11 - Selector lever control cable

- The selector lever control cable must not be removed from the shift mechanism Pos. 4 and it must be replaced together as one component part.
- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
- Do not grease selector lever control cable

12 - Mounting bracket

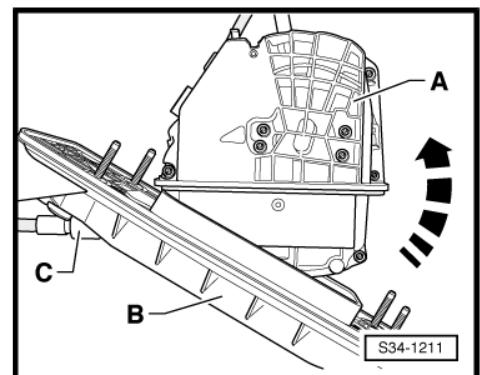
- for selector lever control cable

13 - Nut

- for holder Pos. 12 at gearbox
- 13 Nm

Remove the shift mechanism together with the selector lever control cable from the shift housing

Remove the shift mechanism -A- together with the selector lever control cable -C- from the shift housing -B- in -direction of arrow-. To do so, unscrew the 4 screws Pos. 5.



2.1.5 Summary of components - gearshift mechanism, Rapid NH, vehicles to 06/2015



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1 - Cover for shift mechanism with selector lever handle

- Emergency release out of P position ⇒ [“2.10 Emergency release of gearshift mechanism out of position P”, page 141](#)
- Installing and removing the transmission cover ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 111](#)
- Removing and installing gear knob ⇒ [“2.6 Removing and installing handle for shift mechanism”, page 114](#)
- Bring the lock button on the selector lever handle into installation position ⇒ [“2.7 Installing the lock button at the selector lever handle”, page 118](#)

2 - Clamp

- Replace after removal

3 - Screw

- Qty. 4
- 4 Nm

4 - Shift mechanism

- with integrated selector lever sensor control unit - J587- with selector lever - E313- , with Tip-tronic switch - F189- , with selector lever switch locked in P - F319- and selector lever lock solenoid - N110-
- Assignment ⇒ Electronic Catalogue of Original Parts
- Removing and installing the entire shift mechanism including selector lever cable, Pos. 13, and bearing bracket, Pos. 7 ⇒ [“2.8.2 Removing and installing the shift mechanism with selector lever cable, Rapid NH, Rapid India”, page 126](#)
- Removing and installing without selector lever cable ⇒ [“2.8.3 Removing and installing selector mechanism without selector lever cable, Rapid NH, vehicles from 06/2015”, page 129](#)
- Check ⇒ [“2.2 Inspecting the gearshift mechanism”, page 107](#)

5 - Plug

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6 - Hexagon nut with collar

- Qty. 4
- 20 Nm

7 - Bearing bracket for gearshift mechanism

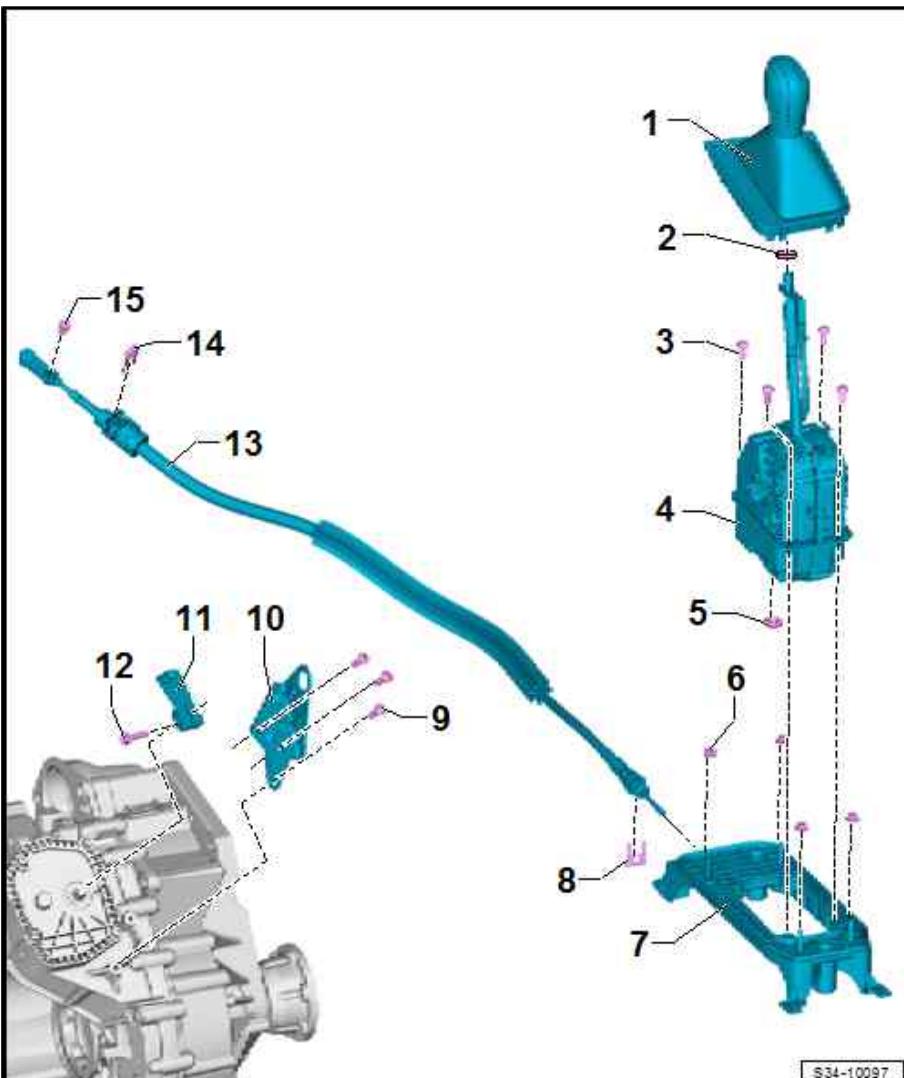
- Removing and installing ⇒ [“2.8.2 Removing and installing the shift mechanism with selector lever cable, Rapid NH, Rapid India”, page 126](#)

8 - Lock washer

- Replace after removal

9 - Screw

- Qty. 3



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8 Nm

10 - Cable support bracket for selector lever cable

11 - Gearshift lever

12 - Screw

15 Nm

13 - Selector lever control cable

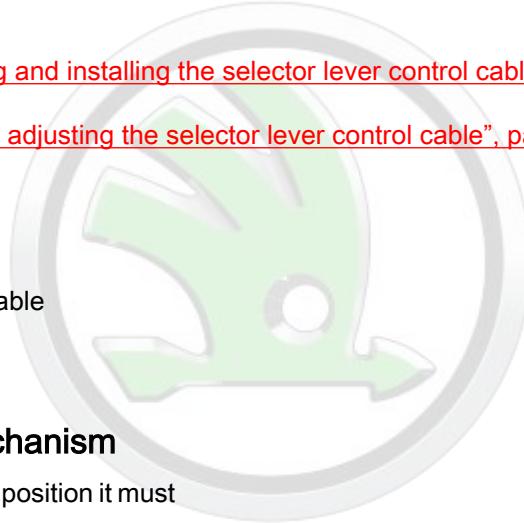
- Removing and installing [⇒ "2.9.2 Removing and installing the selector lever control cable Rapid NH, vehicles from 08/2015", page 137](#)
- testing and adjusting [⇒ "2.3 Inspecting and adjusting the selector lever control cable", page 108](#)

14 - Lock washer

Replace after removal

15 - Screw

- Adjusting screw for selector lever control cable
- 12 Nm



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2.2 Inspecting the gearshift mechanism

- ◆ In selector lever positions S, D, R and Tiptronic position it must not be possible to activate the starter.
- ◆ At speeds above 5 km/h and shifting in selector lever position N, the selector lever lock solenoid must not engage and block the selector lever. Selector lever can be shifted in a driving position.
- ◆ At speeds below 5 km/h (virtual standstill) and shifting in selector lever position N, the selector lever lock solenoid must only engage after approx. 1 s. The selector lever can only be shifted from position N by activating the brake pedal.

Selector lever in position P, button on selector lever pressed and ignition switched on

- Brake pedal is not operated.

The selector lever is locked when the button is pressed and cannot be shifted out of position P.

The selector lever lock solenoid blocks the selector lever.

- Brake pedal is operated.

The selector lever lock solenoid releases the selector lever. It is possible to engage a driving gear position. Slowly shift selector lever from P through R, N, D, S; while doing so check whether the selector lever position in the dash panel insert corresponds with the actual selector lever position.

Selector lever in position N, button on selector lever pressed and ignition switched on

- Brake pedal is not operated.

The selector lever is locked and cannot be moved out of position N. The selector lever lock solenoid blocks the selector lever.

- Brake pedal is operated.

The selector lever lock solenoid releases the selector lever. It is possible to engage a driving gear position.



Note



Shifting out of the position N to D by activating the brake pedal is also possible without pressing the button on the selector lever. From position N to R the button on the selector lever also must be pressed.

Selector lever in position D, ignition switched on

The selector lever is locked and cannot be shifted from position D to position S.

- Button pressed on selector lever.

The selector lever is released and can be shifted from position D to position S.

Selector lever in position D, ignition and light switched on

- Guide selector lever in the Tiptronic gear.

The light for D on the lamp for selector lever scale illumination - L101- must go out and the + and – symbols should light up.

When the selector lever is shifted to the Tiptronic gate, the selector lever position indicator - Y6- in the dash panel insert must change from P R N D S to 7 6 5 4 3 2 1.

- Shift selector lever in the Tiptronic gear to + and –.

The display of the selector lever position 7 6 5 4 3 2 1 in the dash panel insert must indicate (select) a higher or a lower gear when shifting the selector lever to + or to –.

If the gearshift mechanism does not function as described:

- Inspecting and adjusting the selector lever control cable ⇒ commercial purposes, in part or in whole, is not permitted
“2.3 Inspecting and adjusting the selector lever control cable”,
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[page 108](#).
- Check ignition key anti-removal lock ⇒ “2.4 Check the function of the ignition key removal lock”, page 111 .

Selector lever position indicator

If all parts of the selector lever position display are lit, it indicates that the gearbox is in emergency operation mode.

2.3 Inspecting and adjusting the selector lever control cable

- The gearshift mechanism is checked [“2.2 Inspecting the gearshift mechanism”, page 107 .](#)
- Pull selector lever back approx. 5 mm out of position P with the button pressed, and hold, but do not shift into position R.
- Release the selector lever.
- The selector lever must automatically jump back again to position P.

If this is not the case, then the gearshift mechanism must be set [⇒ page 109 .](#)

- Push selector lever to position N.
- Pull selector lever approx. 5 mm back out of position N with the button pressed and hold, but do not shift into position D.
- Release the selector lever.
- The selector lever must automatically jump back again into the position “N”.

If this is not the case, then the gearshift mechanism must be set [⇒ page 109 .](#)

- Pull selector lever forward approx. 5 mm out of position N with the button pressed and hold, but do not shift into position R.
- Release the selector lever.
- The selector lever must automatically jump back again into the position "N".

If this is not the case, then the gearshift mechanism must be set [⇒ page 109](#).

Adjusting selector lever control cable

The selector lever control cable must always be set, if:

- ◆ The selector lever control cable has been removed from the gearbox.
- ◆ Engine or gearbox was removed and installed.
- ◆ Parts of the assembly bracket have been removed and installed.
- ◆ the selector lever control cable or the shift mechanism was removed and installed.
- ◆ the position of the engine/gearbox was changed, e.g. during a stress-free adjustment of the assembly bracket.
- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Check if the lock washer -arrow- is correctly fitted and secured towards the bottom.

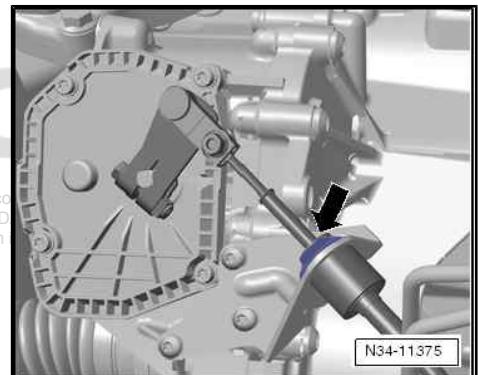


Note

*The lock washer -arrow- must be replaced after each removal ⇒
Electronic Catalogue of Original Parts*

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- Slide the selector lever from position P to position S.
- Check the protective cover at the front gearshift mechanism on the selector lever control cable for damage. The selector lever control cable must be replaced if damaged.
- Gearshift mechanism and selector lever control cable must move smoothly when shifting gears. If this is not the case, replace the selector lever control cable or repair the gearshift mechanism:
- ◆ [⇒ "2.1 Summary of components - Gearshift mechanism", page 98](#)



Setting

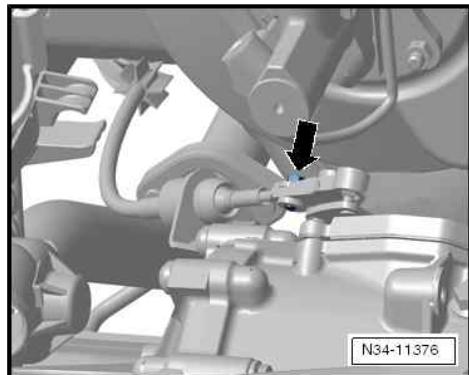
- Shift selector lever in the vehicle to position P.
- Switch off ignition.



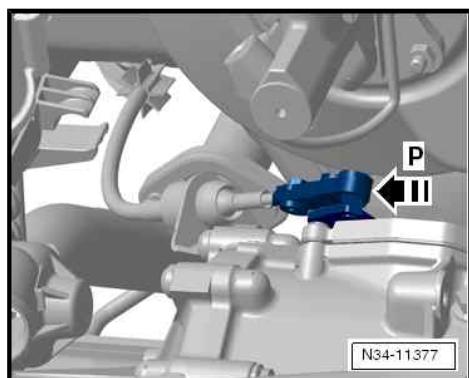
- Release screw -arrow-.

Note

If the clamping screw -arrow- is released, the selector lever of the gearshift mechanism must remain in position P, otherwise the setting is not correct.

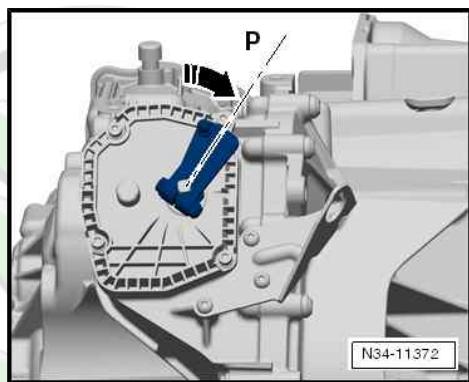


- Set the gearbox gearshift lever to position P. To do so, push the gearshift lever in -direction of arrow- towards the cable support.



The figure shows the gearbox from the rear. -P- position is in the direction towards the cable support -arrow-.

- Turn both front wheels in one direction, e.g. by rolling the vehicle forwards, until the parking lock in the gearbox engages into the parking gear.
- Only if both front wheels cannot be simultaneously turned in one direction, the parking lock is engaged.
- Slightly move the selector lever towards the front and rear, without shifting into another selector lever position.



Note

The selector lever control cable is therefore released.

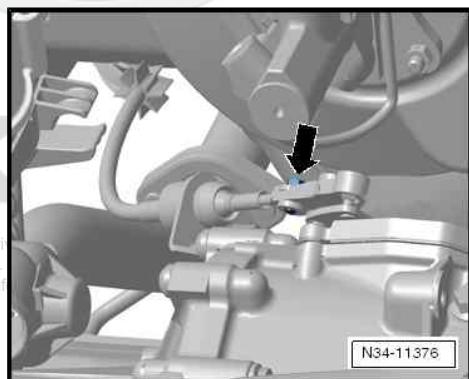
- Tighten screw -arrow- at selector lever cable without jolting to tightening torque.

Note

Pay attention when tightening the screw -arrow- that the selector lever control cable no longer shifts.

- Install air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .

Tightening torques - summaries of components



Component	Nm
Screw for selector lever control cable (Octavia II, Superb II and Yeti)	13

Component	Nm
◆ up to 11.2008	
Screw for selector lever control cable (Octavia II, Superb II and Yeti) ◆ from 12.2008	12
Screw for selector lever control cable (Fabia II, Roomster and Rapid NH)	12

2.4 Check the function of the ignition key removal lock



Note

Only applies for some markets.

- Turn the ignition key slightly to the right (do not start the engine) in order to set the position “ignition on”.
 - Depress brake pedal and hold pressed.
 - Shifting the selector lever out of the position P when the lock button is pressed at the grip of the selector lever must be possible without jerking.
 - Switch off ignition.
 - The ignition key should only be removable when the selector lever is in P.
 - Shift selector lever into position P.
 - Withdraw ignition key.
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• Only withdraw the key from the ignition starter switch if the selector lever is in position P.
- The selector lever cannot be shifted out of position P when the button is pressed and the brake pedal is actuated.

If the ignition key removal lock does not function as described:

- ◆ Inspecting and adjusting the selector lever control cable [“2.3 Inspecting and adjusting the selector lever control cable”, page 108](#).
- ◆ Check the vehicle with the vehicle diagnosis, measurement and information system - VAS/ODIS- in the function “targeted fault finding”.

2.5 Removing and Installing the cover for the shift mechanism

Special tools and workshop equipment required

- ◆ Unlocking tool - T30098- (Octavia II, Superb II, Yeti, Rapid NH)
- ◆ Disassembly wedge - 3409- (Fabia II, Roomster)



Note



As of 11.2012 (CW 45), the selector lever was changed:

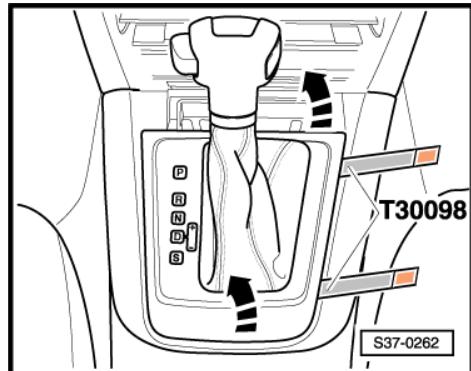
Removing

- Push selector lever to position N.
- Switch off ignition.
- Open ashtray in the centre console (if required).

Vehicles Octavia II and Yeti

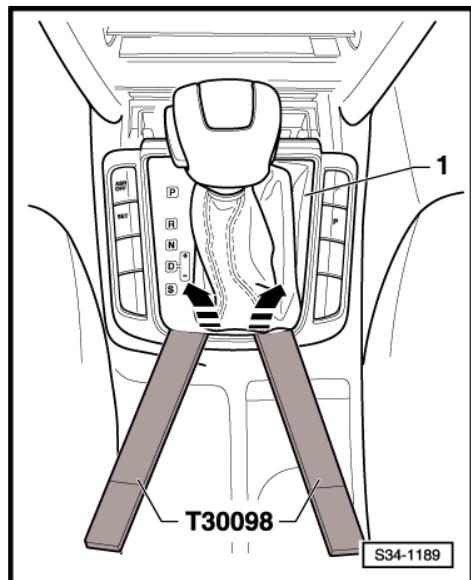
- Use the release tool - T30098- to unlock the cover at front right -arrow-, then rear right and centre -arrow-, in stages.

Superb II vehicles



- Remove cover using the release tool - T30098- . Pull up rear left and right cover -arrows-.

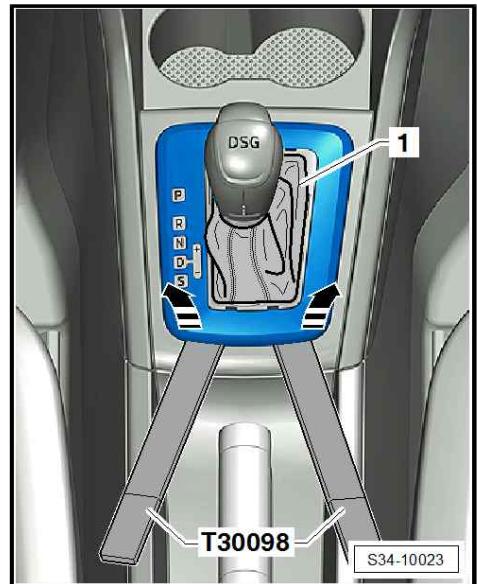
Rapid NH vehicles



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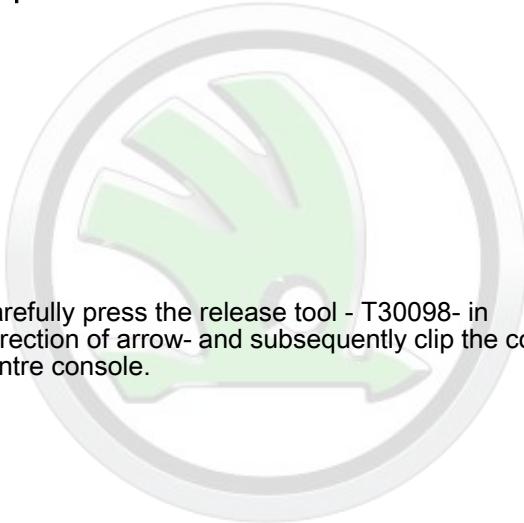
- Remove cover using the release tool - T30098-. Pull up rear left and right cover -arrows-.

Vehicles Fabia II and Roomster

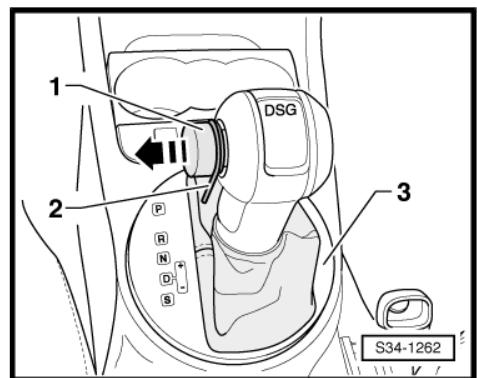


- Release cover -3- from the centre console using the disassembly wedge - 3409- .

For Rapid vehicles



- Carefully press the release tool - T30098- in -direction of arrow- and subsequently clip the cover out of the centre console.



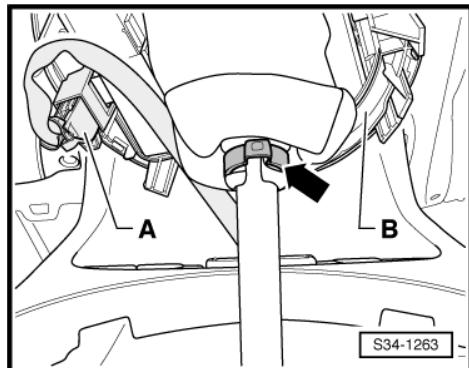
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- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101- .
- Clip cover for shift mechanism into centre console.

Continued for all vehicles

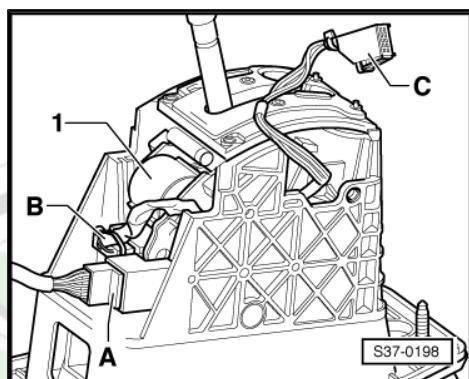
- Pull the cover upwards over the handle.



- Unlock plug connection -C- from the lamp for selector lever scale illumination - L101- and disconnect.

Note

- ◆ Ignore pos. -A-, -B- and -1-.
- ◆ As of production date 06.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism ⇒ ["2.1 Summary of components - Gearchift mechanism", page 98](#).



Installing

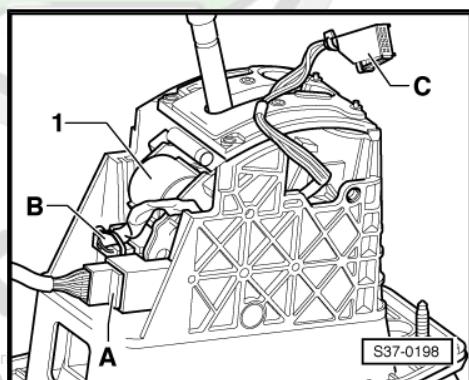
Installation is carried out in the reverse order. When installing, observe the following:

- Insert the plug connection -C- for lamp for selector lever scale illumination - L101- .

Note

- ◆ When inserting the plug connection -C- ensure that the contact pins of the lamp for selector lever scale illumination - L101- are not bent and that the retaining lugs of the cover do not break off.
- ◆ Ignore pos. -A-, -B- and -1-.
- ◆ As of production date 06.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism ⇒ ["2.1 Summary of components - Gearchift mechanism", page 98](#).

- Clip cover for shift mechanism into centre console.



2.6 Removing and installing handle for shift mechanism

⇒ ["2.6.1 Removing and installing the handle for the shift mechanism up to 11.2012", page 114](#)

⇒ ["2.6.2 Removing and installing the handle for the shift mechanism as of 11.2012", page 117](#)

2.6.1 Removing and installing the handle for the shift mechanism up to 11.2012

Special tools and workshop equipment required

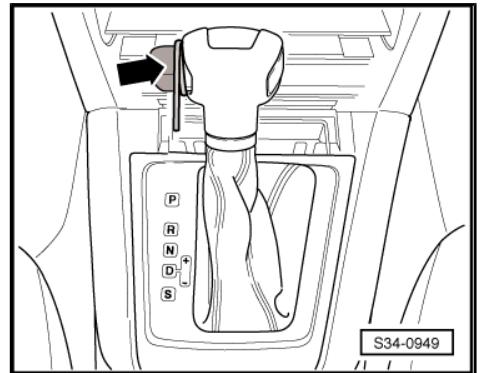
- ◆ Hose binding claw - V.A.G 1275-

Removing

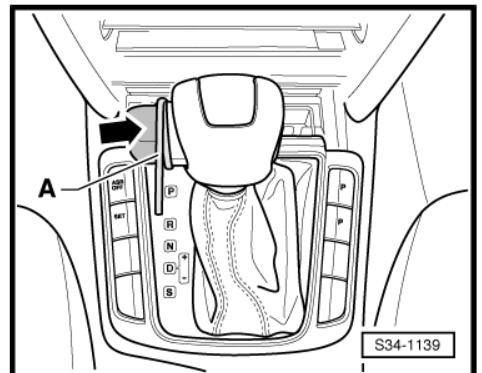
- Removing the cover for the shift mechanism [⇒ “2.5 Removing and Installing the cover for the shift mechanism”, page 111](#).
- Pull out the lock button above its pressure point and secure it with a cable strap or a suitable wire.

This can prevent that the lock button is inadvertently pressed into the handle.

Vehicles Octavia II and Yeti



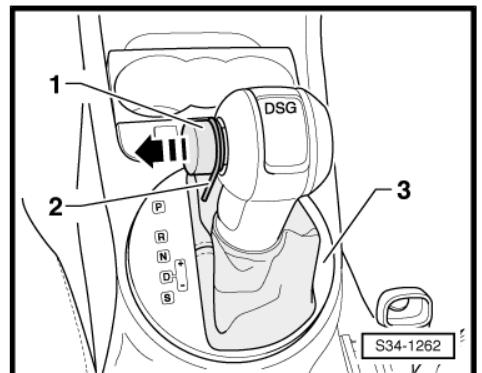
Superb II vehicles



Vehicles Fabia II, Roomster and Rapid

Continued for all vehicles

- Pull the cover upwards over the handle.

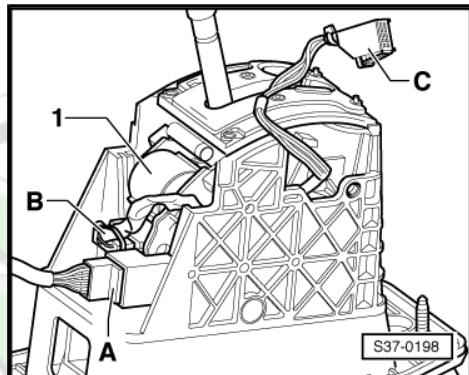
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- Unlock plug connection -C- from the lamp for selector lever scale illumination - L101- and disconnect.

Note

- ◆ *Ignore pos. -A-, -B- and -1-.*
- ◆ *As of production date 06.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism ⇒ "2.1.2 Summary of components - Gearchift mechanism, Octavia II, Superb II, Yeti, vehicles from 06/2009", page 100 .*



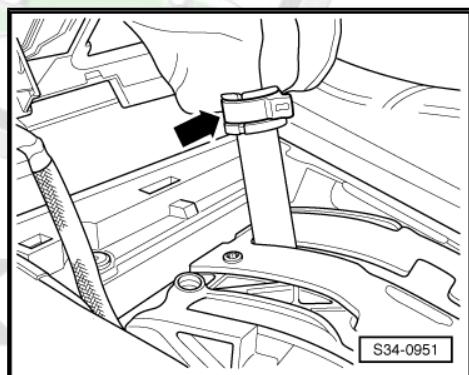
- Open the warm-type clamp below the handle -arrow- and pull off handle with cover.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- ◆ To install the selector lever handle, the lock button must be removed as far as the stop and secured with cable ties or an assembly aid, which is delivered with the new handle in the factory.
- ◆ If the lock button is not secured, this can no longer be removed from the selector lever handle with mechanical aids. Press out the lock button if necessary by positioning a compressed air pistol on the underside of the grip.
- Press the selector lever handle completely onto the selector lever with a new warm-type clamp.
- The selector lever handle must be positioned with the lock button in the direction of the driver.
- The handle must latch into the groove on the selector.
- Remove the cable strap or the assembly aid.

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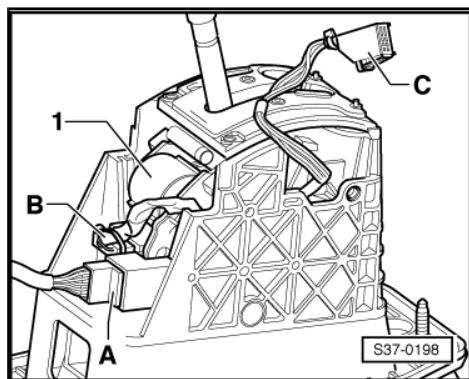


After removal, the lock button engages into the vertical groove on the selector. Where necessary, press the lock button into the selector lever handle.

- Tighten warm-type clamp using hose binding claw .
- Insert the plug connection -C- for lamp for selector lever scale illumination - L101- .

Note

- ◆ *When inserting the plug connection -C- ensure that the contact pins of the lamp for selector lever scale illumination - L101- are not bent and that the retaining lugs of the cover do not break off.*
- ◆ *Ignore pos. -A-, -B- and -1-.*
- ◆ *As of production date 06.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism ⇒ "2.1.2 Summary of components - Gearchift mechanism, Octavia II, Superb II, Yeti, vehicles from 06/2009", page 100 .*



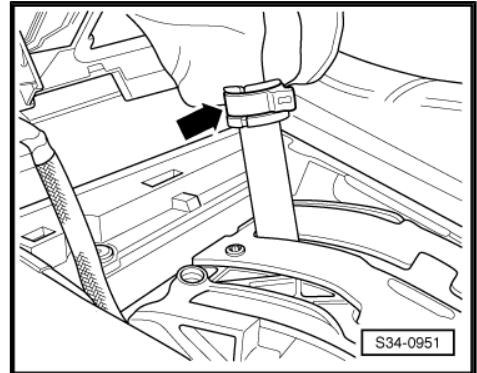
2.6.2 Removing and installing the handle for the shift mechanism as of 11.2012

Special tools and workshop equipment required

- ◆ Hose binding claw - V.A.G 1275-

Removing

- Removing the cover for the shift mechanism [⇒ "2.5 Removing and Installing the cover for the shift mechanism", page 111](#).
- Open the warm-type clamp -arrow- below the handle.

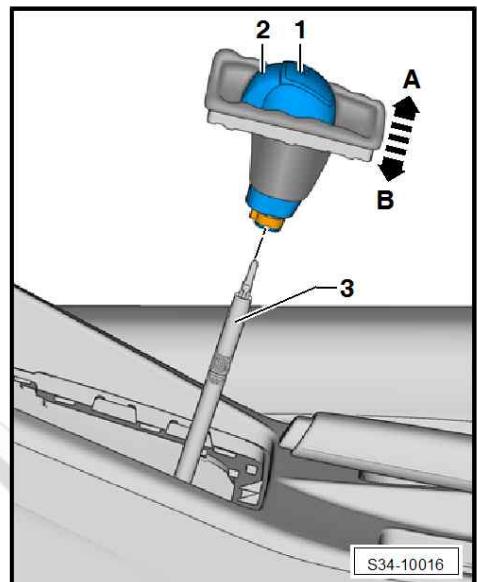


- Detach the selector lever handle -1- together with the selector lever collar from the selector lever towards the top -arrow A- so that the lock button -2- is not pressed in.



Ignore -arrow B-.

Installing



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Installation is carried out in the reverse order. When installing, observe the following:

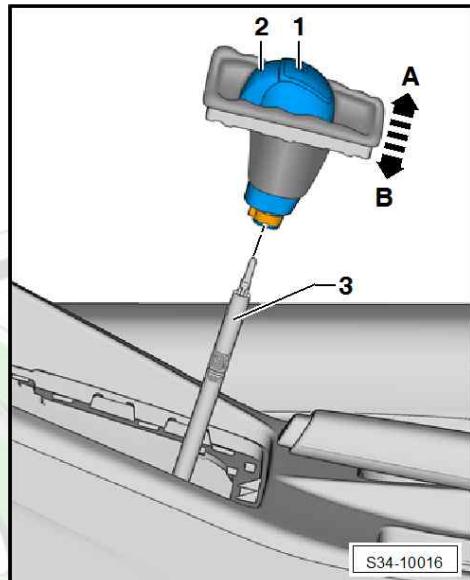
- The lock button -2- points in direction of travel.



Caution

The shift mechanism can be damaged.

- ◆ The lock button at the selector lever handle can protrude when installing. If the lock button is inadvertently pressed in when removing the selector lever handle, it must be repositioned ⇒ [“2.7 Installing the lock button at the selector lever handle”, page 118](#).
- ◆ If the selector lever handle is installed with the lock button pressed in, then the selector lever handle as well as the selector lever control cable can be destroyed.



- Press the selector lever handle -1- onto the selector lever in -direction of arrow B- in such a way that the lock button -2- is not touched.
- The selector lever handle must latch into the round slot of the selector lever.
- Tighten warm-type clamp -arrow- using the hose binding claw .

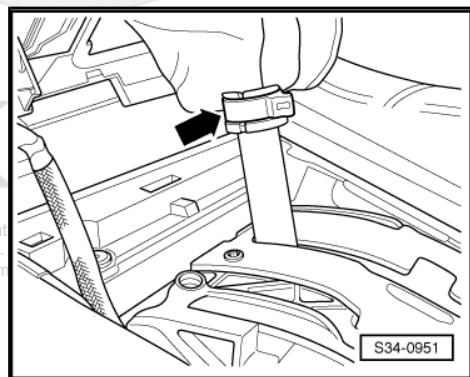


Note

- ◆ The selector lever handle is correctly locked only if the warm-type clamp is tensioned. Only then the lock button at the handle may be pressed.
- ◆ The lock button can only show high resistance when it is pressed on for the first time after installing the selector lever handle.

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- Press lock button at selector lever handle.
- Install trim panel for selector lever position indicator - Y6- ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 111](#) .
- Inspect gearshift mechanism ⇒ [“2.2 Inspecting the gearshift mechanism”, page 107](#) .



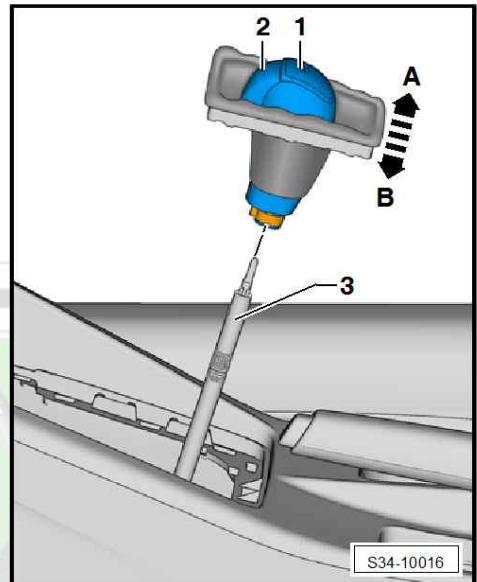
2.7 Installing the lock button at the selector lever handle

Special tools and workshop equipment required

- ◆ Release tool - T40203-

- The lock button -2- at the selector lever handle protrudes in its installed position.

If the lock button -2- was inadvertently pressed in, it must then be repositioned in order to fit the selector lever handle.



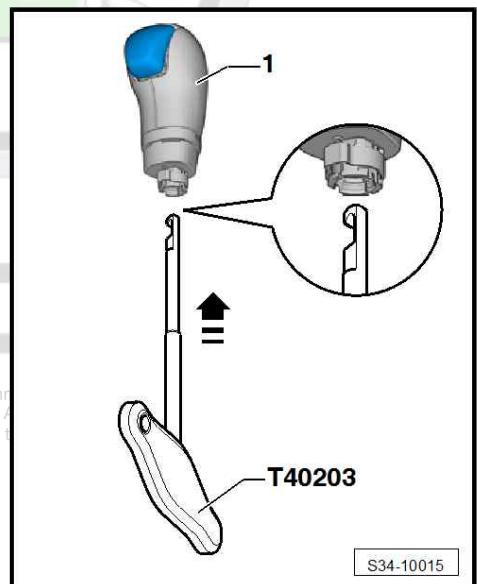
- Carefully guide the release tool - T40203- in -direction of arrow- into the selector lever handle up to the stop -1-.

 **Note**

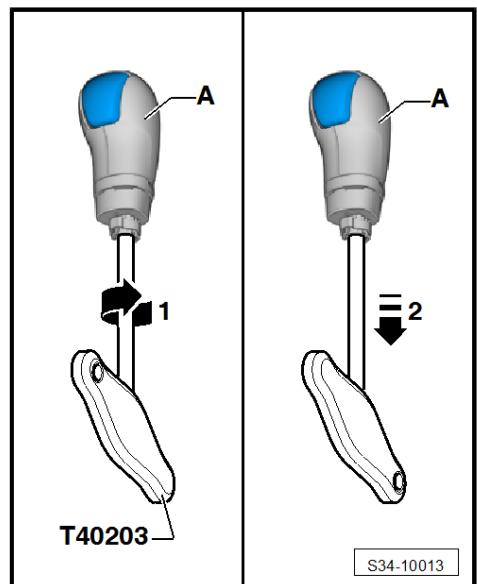
The selector lever handle in the illustration is shown without the selector lever collar. The selector lever collar does not separate from the handle.

- The recess at the release tool - T40203- points to the lock button and the hook points to the left.

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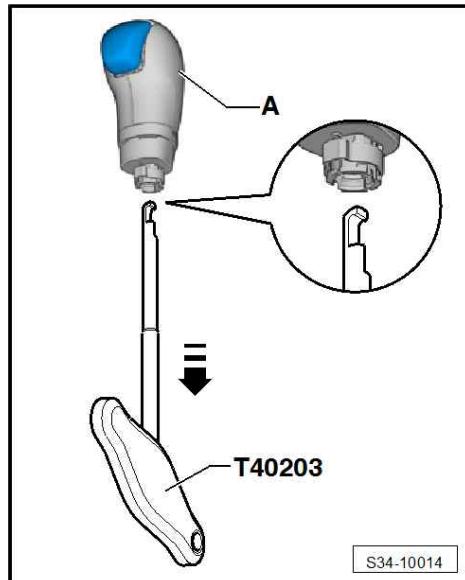


- Hold the selector lever handle -A- and turn the release tool - T40203- by 180° in -direction of arrow 1-.
- Hold the selector lever handle and carefully pull out the release tool - T40203- -arrow 2-.





- When pulling out the release tool - T40203-, the lock button at the selector lever handle -A- is pressed in and locked.
- Do not touch and press in the lock button again before installing the selector lever handle.



2.8 Removing and installing selector mechanism

⇒ “2.8.1 Removing and installing shift mechanism, Fabia II, Roomster, Octavia II, Superb II, Yeti”, page 120

⇒ “2.8.2 Removing and installing the shift mechanism with selector lever cable, Rapid NH, Rapid India”, page 126

⇒ “2.8.3 Removing and installing selector mechanism without selector lever cable, Rapid NH, vehicles from 06/2015”, page 129

2.8.1 Removing and installing shift mechanism, Fabia II, Roomster, Octavia II, Superb II, Yeti

Special tools and workshop equipment required

- ◆ Unlocking tool -T10236-

The selector lever control cable was replaced as a separate component part up to production date 05.2009 ⇒ “2.1 Summary of components - Gearchange mechanism”, page 98 .

As of production date 06.2009, this is no longer possible. The selector lever control cable must not be removed (separated) from the shift mechanism and must be replaced together as one component part ⇒ Electronic Catalogue of Original Parts .

Removing

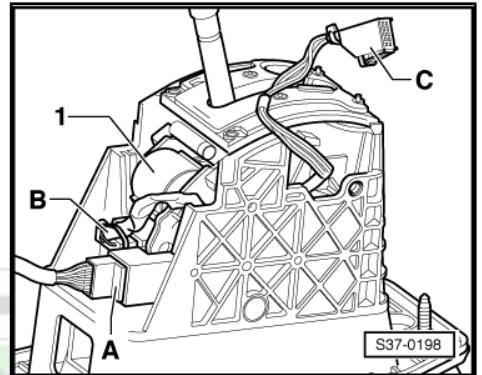
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with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.
- Remove handle for shift mechanism:
 - ◆ up to production date 11.2012 (CW 45) ⇒ “2.6.1 Removing and installing the handle for the shift mechanism up to 11.2012”, page 114 .
 - ◆ as of production date 11.2012 (CW 45) ⇒ “2.6.2 Removing and installing the handle for the shift mechanism as of 11.2012”, page 117
 - Shift selector lever into position P.
 - Switch off ignition.

Octavia II, Superb II, Yeti vehicles

- Remove ashtray or storage area in front of the shift mechanism ⇒ Body Work; Rep. gr. 68 .
- Remove the centre console and air guide ⇒ Body Work; Rep. gr. 68 .
- Pull out the plug connector housing of the plug connection -A- towards the front.
- Disconnect plug connection -A- from the shift mechanism to the vehicle wiring harness.

**Note**

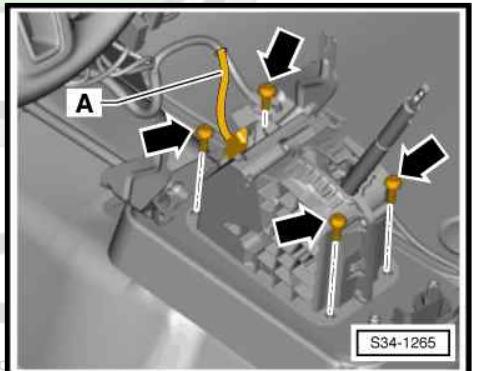
- ◆ *Ignore pos. -B-, -C- and -1-.*
- ◆ *As of production date 06.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism ⇒ "2.1.2 Summary of components - Gearshift mechanism, Octavia II, Superb II, Yeti, vehicles from 06/2009", page 100 .*

**Vehicles Fabia II, Roomster**

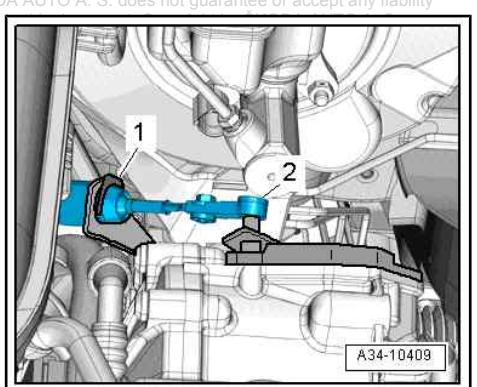
- Remove the centre console ⇒ Body Work; Rep. gr. 68 .
- Remove the noise insulation from the gearshift mechanism.
- Disconnect the plug connection -A- from the gearshift mechanism.
- Unscrew the screws -arrows- from the shift housing.

Continued for all vehicles

- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .



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- With the unlocking tool -T10236- , detach the selector lever cable -2- from the gear shift lever.
 - The lock washer -arrow- of the selector lever must be replaced after removal.
 - Remove lock washer -1- of the selector lever control cable and leave the selector lever control cable must be left in the fitting position.





Caution

Risk of damage to the selector lever control cable.

- **Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.**
- **Do not bend or buckle selector lever control cable.**
- **Do not press the selector lever control cable out of the cable support towards the rear.**

The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.

- Raise vehicle.
- Remove the rear tunnel bridge -1- and the front tunnel bridge -2- from the body (if present).
- Slacken the trim panels for the underfloor on left -6- and right -7- from the body.



Caution

The decoupling element in the pre-exhaust pipe should not be bent by more than 10° - risk of damage.

- Detach the bracket -3- for exhaust system from the assembly carrier.
- Separate exhaust system at the clamping sleeve -4- ⇒ Engine; Rep. gr. 26 .

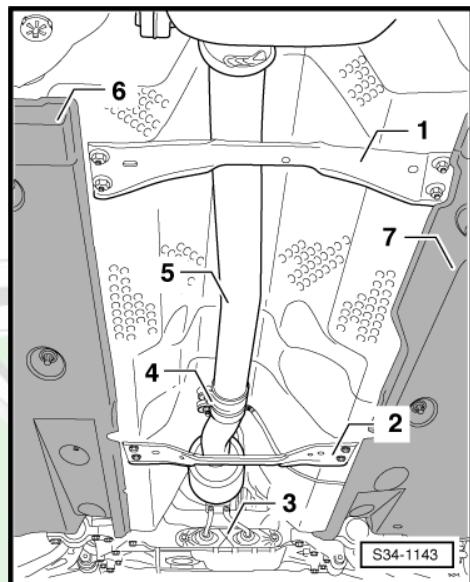
Vehicles Octavia II, Superb II, Yeti, Rapid NH



Note

The aid of a 2nd mechanic is required to remove the rear silencer.

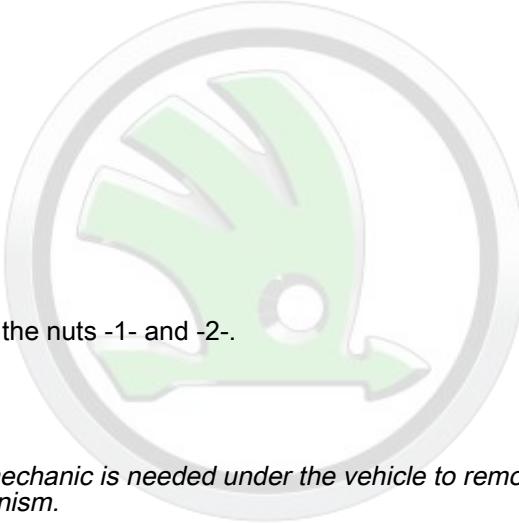
- Remove the rear part of the exhaust system -5- as from the clamping sleeve ⇒ Engine; Rep. gr. 26 .
- Unclip lambda probe cable at heat shield.



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- Loosen the clips -arrows- and remove the heat shield to the rear.



- Release the nuts -1- and -2-.


Note

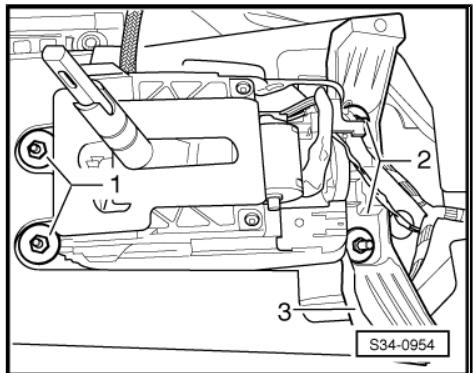
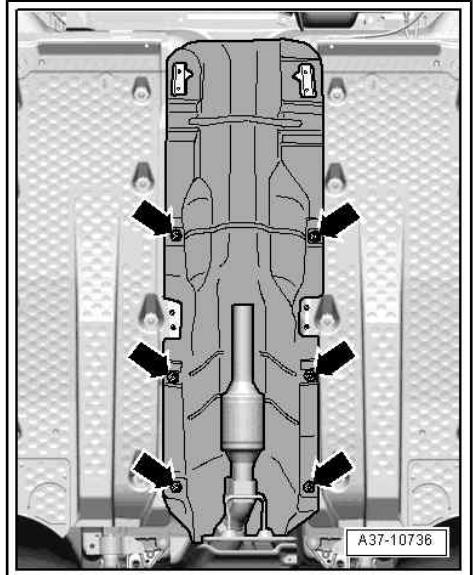
A second mechanic is needed under the vehicle to remove the shift mechanism.

- Lower the shift mechanism together with the selector lever control cable downwards and simultaneously guide the selector lever control cable out of the cable support.
- Do not bend or buckle selector lever control cable.

The shift mechanism (only vehicles up to production date 05.2009
[⇒ "2.1 Summary of components - Gearshift mechanism", page 98](#)) can also be replaced without selector lever control cable. To do so the selector lever control cable must be separated from the shift mechanism and the selector lever control cable must be removed [⇒ "2.9 Removing and installing the selector lever control cable", page 133](#).

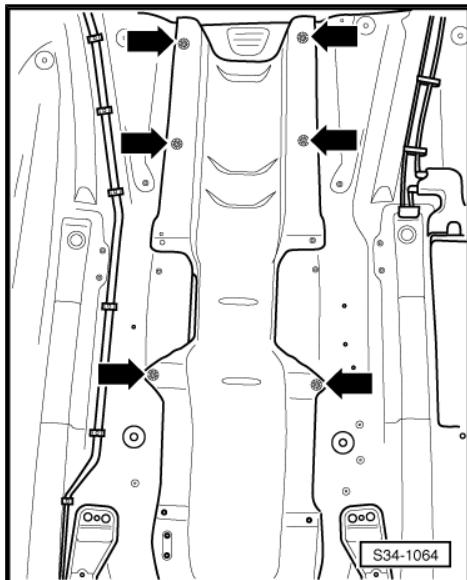
Vehicles Fabia II, Roomster

- Unhook rear silencer in such a way that it does not come in contact with the rear axle.





- Clip off clips -arrows- and remove heat shield.

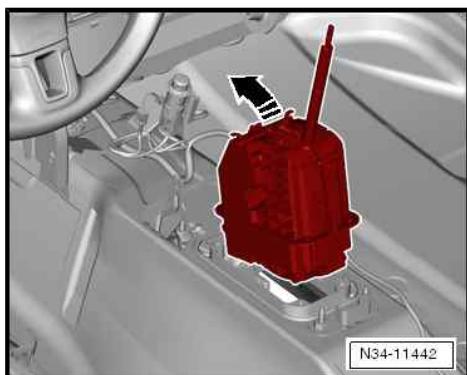


- Remove shift mechanism -arrow-.
- Do not bend or buckle selector lever control cable.

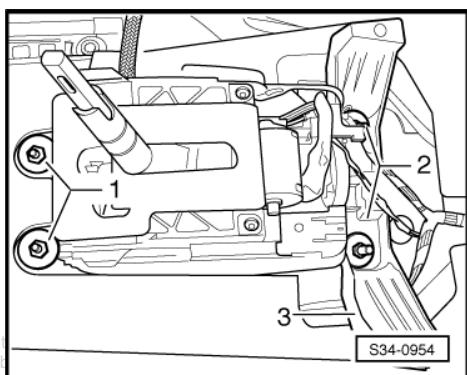
Installing

Installation is carried out in the reverse order. When installing, observe the following:

Octavia II, Superb II, Yeti vehicles



- Insert the shift mechanism and tighten the rear nuts -1- by hand.
- Mount the strut for centre console -3- onto the shift mechanism as illustrated in the fig.
- Tighten nuts -1- and -2-.



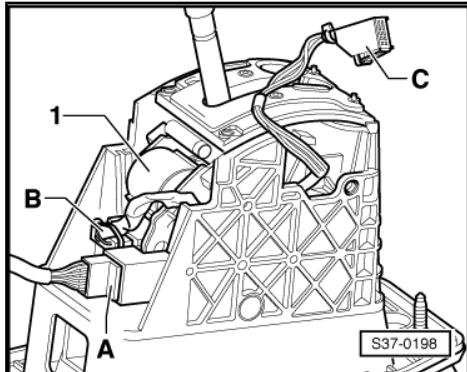
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The fitting together of the plug connection -A- must not be performed, if the plug connector housing is latched into the shift mechanism. When fitting together (high resistance because of the spring) the catch of the plug connector housing breaks off.

- Connect plug -A- and plug connector housing and then latch into the shift mechanism.



As of production date 06.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism ↗

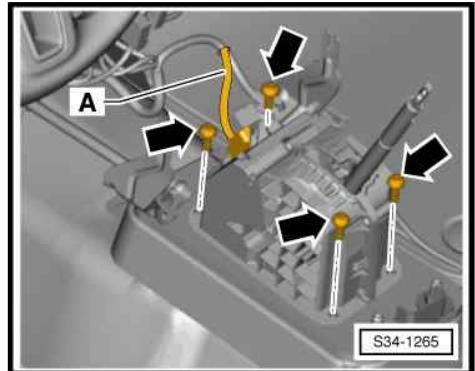


"2.1.2 Summary of components - Gearshift mechanism, Octavia II, Superb II, Yeti, vehicles from 06/2009", page 100 .

- Install the air guide and the centre console ⇒ Body Work; Rep. gr. 68 .
- Install ashtray or storage area in front of the shift mechanism ⇒ Body Work; Rep. gr. 68 .

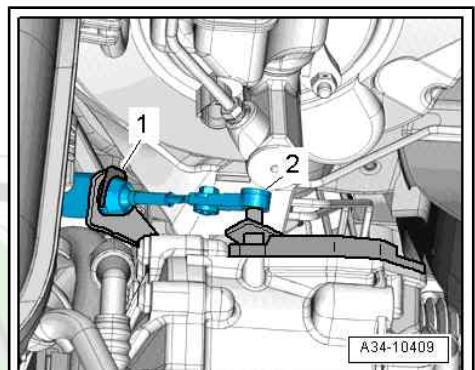
Vehicles Fabia II, Roomster

- Install the gearshift mechanism with selector lever control cable and attach it to the shift housing with screws -arrows-.
- Mount the plug connection -A- and position the noise insulation on the gearshift mechanism.
- Install centre console ⇒ Body Work; Rep. gr. 68 .



Continued for all vehicles

- Install handle for shift mechanism.
- ◆ up to production date 11.2012 (CW 45) ⇒ ["2.6.1 Removing and installing the handle for the shift mechanism up to 11.2012", page 114](#)
- ◆ as of production date 11.2012 (CW 45) ⇒ ["2.6.2 Removing and installing the handle for the shift mechanism as of 11.2012", page 117](#)
- Installing the cover for the shift mechanism ⇒ ["2.5 Removing and Installing the cover for the shift mechanism", page 111](#) .
- Carefully press the selector lever control cable -2- onto the gearshift lever and secure in the cable support with a new lock washer -1-.
- Check the function of the ignition key anti-removal lock ⇒ ["2.4 Check the function of the ignition key removal lock", page 111](#) .
- Setting selector lever control cable ⇒ ["2.3 Inspecting and adjusting the selector lever control cable", page 108](#) .
- Install air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Inspect gearshift mechanism ⇒ ["2.2 Inspecting the gearshift mechanism", page 107](#) .
- Install the heat shield below the shift mechanism and fasten the trim panels for the underfloor on the body ⇒ Body Work; Rep. gr. 50 .
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Install the tunnel bridges below the exhaust system ⇒ Engine; Rep. gr. 26 .



Tightening torques - summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ ⇒ ["2.1 Summary of components - Gearshift mechanism", page 98](#)

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2.8.2 Removing and installing the shift mechanism with selector lever cable, Rapid NH, Rapid India

Special tools and workshop equipment required

- ◆ Unlocking tool -T10236-

For vehicles Rapid NH

For Rapid NH vehicles, the selector lever cable could not be replaced separately until production date 05/2015.

The shift mechanism can be removed and replaced only as one component ⇒ Electronic Catalogue of Original Parts .

- ◆ Summary of components ⇒ [“2.1.4 Summary of components - gearshift mechanism, Rapid NH to 05/2015, Rapid India”, page 103](#)

From production date 06/2015, the selector lever cable can be replaced as a separate component.

The following procedure can be used to remove the shift mechanism without selector lever cable ⇒ [“2.8.3 Removing and installing selector mechanism without selector lever cable, Rapid NH, vehicles from 06/2015”, page 129](#) .

- ◆ Summary of components ⇒ [“2.1.5 Summary of components - gearshift mechanism, Rapid NH, vehicles to 06/2015”, page 105](#)

Continued for all versions

Removing

- Removing selector lever handle ⇒ [“2.6 Removing and installing handle for shift mechanism”, page 114](#).
- Shift selector lever into position “P”.
- With ignition switched off, disconnect battery earth strap ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .
- Remove centre console and air guide ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing centre console .
- Disconnect plug connection for vehicle wiring harness to selector mechanism -1-.

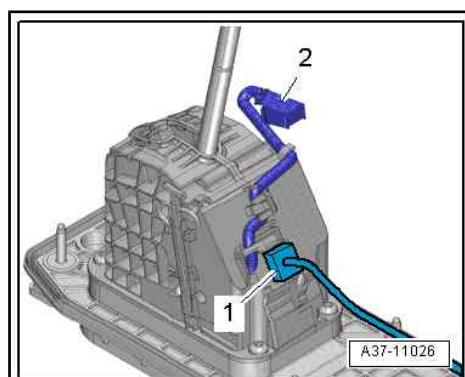


Do not pay attention to -position 2-.

- Remove the air filter ⇒ Rep. gr. 23 ; Air filter; Remove and install the air filter housing ; if needed, ⇒ Rep. gr. 24 ; Air filter; remove and install air filter housing .



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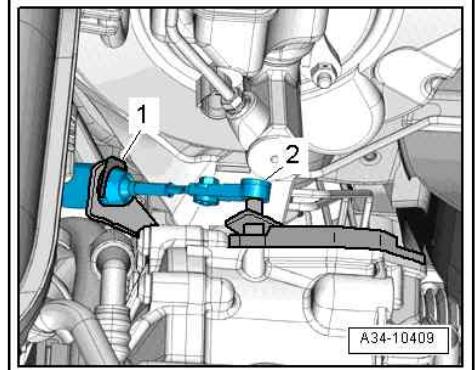
- With the unlocking tool -T10236-, detach the selector lever cable -2- from the gear shift lever.
- Remove lock washer -1- of the selector lever from the cable support bracket and leave the selector lever control cable in fitting position.
- The lock washer -arrow- of the selector lever must be replaced after removal.

**Caution**

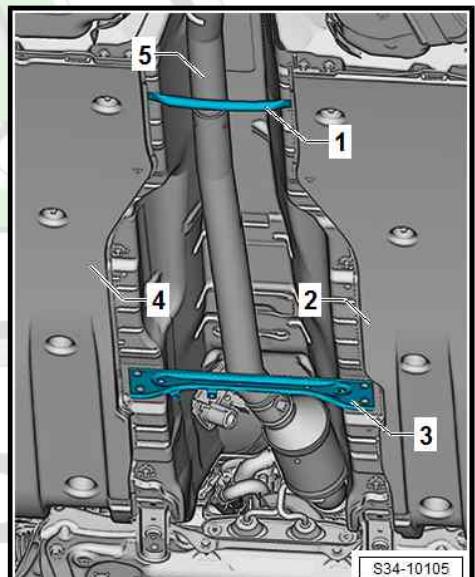
Risk of damage to the selector lever control cable.

- Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.**
- Do not bend or buckle selector lever control cable.**
- Do not press the selector lever control cable out of the cable support towards the rear.**

The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.



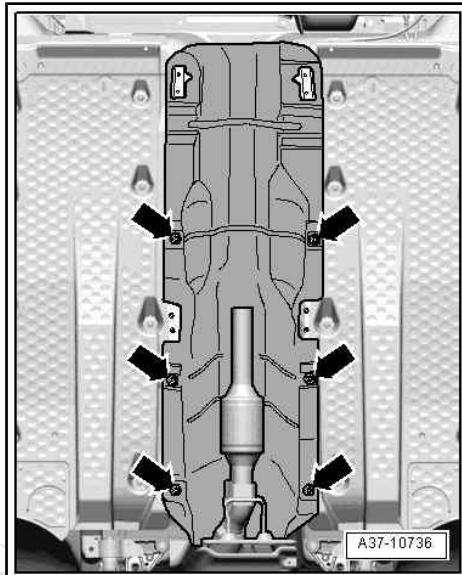
- Detach both underfloor trim panels -2- and -4-.
- Detach underfloor trim panels by unscrewing the nuts on inner side only (side at exhaust pipe).
- Remove tunnel bridges -1- and -3- ⇒ Rep. gr. 66 ; General body repairs, exterior .
- Remove the rear part -5- of the exhaust system ⇒ Rep. gr. 26 ; Silencer/muffler; Removing and installing rear part of exhaust system .
- Unclip lambda probe cable at heat shield.



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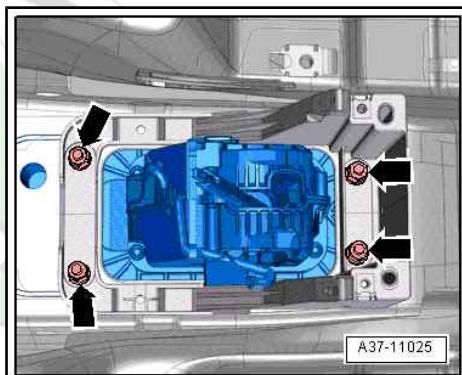
- Slacken clips -arrows- and remove the heat shield below the shift mechanism towards the rear.
- A second mechanic is needed under the vehicle to remove the shift mechanism.



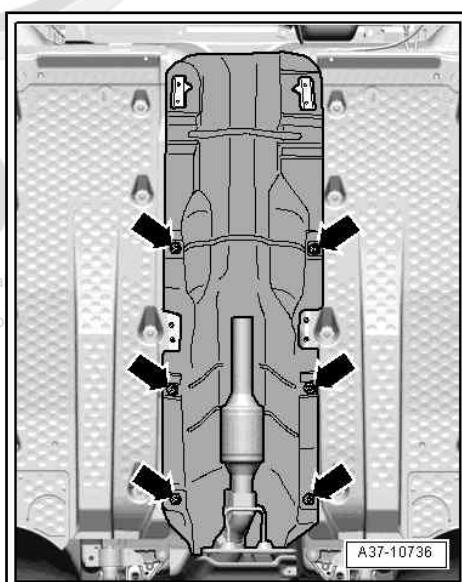
- Unscrew the nuts -arrows- in the vehicle interior.
- Remove the shift mechanism together with the selector lever control cable downwards.
- While doing so, guide the selector lever cable out of the cable support.
- Do not bend or buckle selector lever control cable.

Installing

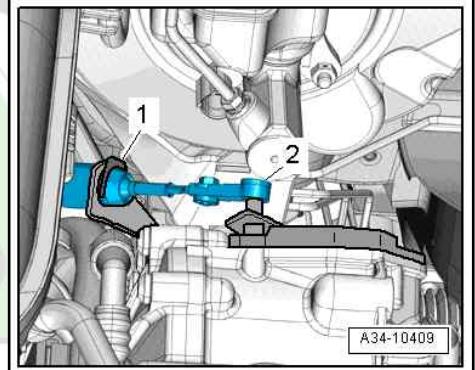
Installation is carried out in the reverse order. When installing, observe the following:



- Install heat shield under the shift mechanism and secure with clips -arrow-.
- Install exhaust system and align free of stress ⇒ Rep. gr. 26 ; Silencer/muffler; Removing and installing rear part of exhaust system .
- Install tunnel bridges ⇒ Rep. gr. 66 ; General body repairs, exterior .
- Install the underfloor trim panels ⇒ Rep. gr. 66 ; General body repairs, exterior .
- Install the air guide and the centre console ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing centre console .
- Installing the selector lever handle and cover for the shift mechanism ⇒ [“2.6 Removing and installing handle for shift mechanism”, page 114](#) .
- Connect battery earth strap ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



- Carefully press the selector lever control cable -2- onto the gearshift lever and secure in the cable support with a new lock washer -1-.
- Install the heat shield below the shift mechanism and fasten the trim panels for the underfloor on the body ⇒ General body repairs, exterior; Rep. gr. 66 ; Underfloor trim panel; Removing and installing underfloor trim panel .
- Install exhaust system and align free of stress ⇒ Rep. gr. 26 ; Silencer/muffler; Removing and installing rear part of exhaust system .
- Install the tunnel cross-piece ⇒ External body repairs; Rep. gr. 66 ; Underbody protection; install and remove tunnel cross-piece .
- Check the function of the ignition key anti-removal lock ⇒ [“2.4 Check the function of the ignition key removal lock”, page 111](#) .
- Setting selector lever control cable ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 108](#) .
- Install the air filter ⇒ Rep. gr. 23 ; Air filter; Remove and install the air filter housing ; if needed, ⇒ Rep. gr. 24 ; Air filter; remove and install air filter housing .
- Inspect gearshift mechanism ⇒ [“2.2 Inspecting the gearshift mechanism”, page 107](#) .



Tightening torques - summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ ⇒ [“2.1 Summary of components - Gearshift mechanism”, page 98](#)

2.8.3 Removing and installing selector mechanism without selector lever cable, Rapid NH, vehicles from 06/2015

Removing

- Removing selector lever handle ⇒ [“2.6 Removing and installing handle for shift mechanism”, page 114](#) .
- With ignition switched off, disconnect battery earth strap ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .
- Remove centre console and air guide ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing centre console .

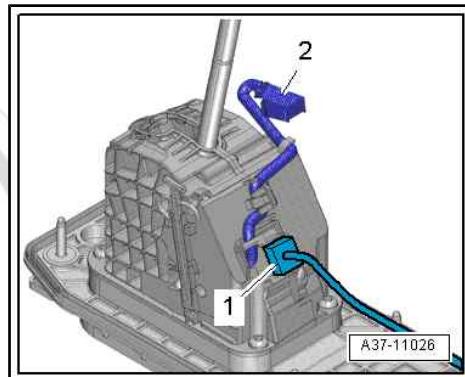


- Disconnect plug connection for vehicle wiring harness to selector mechanism -1-.

Note

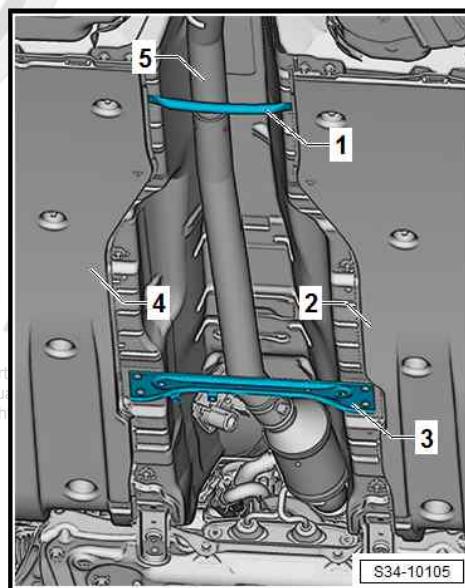
Do not pay attention to -position 2-.

- Bring selector lever for the shift mechanism into position "N".
- The catch can only be released and the selector lever cable disconnected from the shift mechanism in this position.

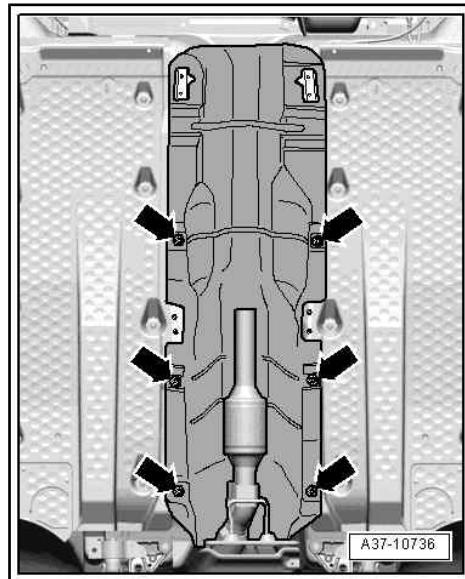


- Detach both underfloor trim panels -2- and -4-.
- Detach underfloor trim panels by unscrewing the nuts on inner side only (side at exhaust pipe).
- Remove tunnel bridges -1- and -3- ⇒ Rep. gr. 66 ; General body repairs, exterior .
- Remove the rear part -5- of the exhaust system ⇒ Rep. gr. 26 ; Silencer/muffler; Removing and installing rear part of exhaust system .
- Unclip lambda probe cable at heat shield.

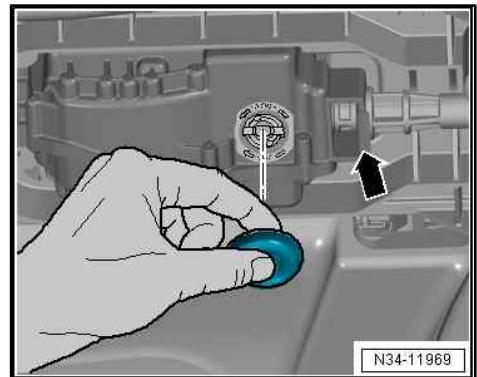
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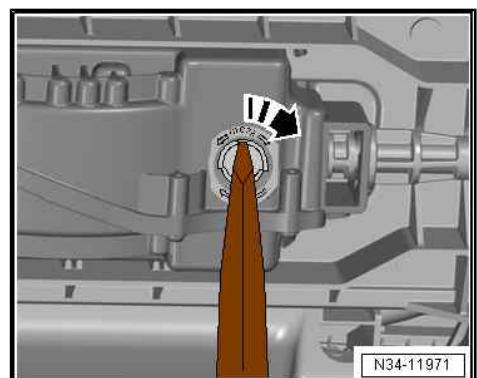
- Slacken clips -arrows- and remove the heat shield below the shift mechanism towards the rear.



- Detach the plug from the bottom part of the shift mechanism and take off the lock washer for the selector lever cable -arrow-.
- Replace the lock washer after removing it.



- Turn the catch for the selector lever cable 90° in -direction of arrow- with a large screwdriver.
- Pull the selector lever cable out of the shift mechanism.

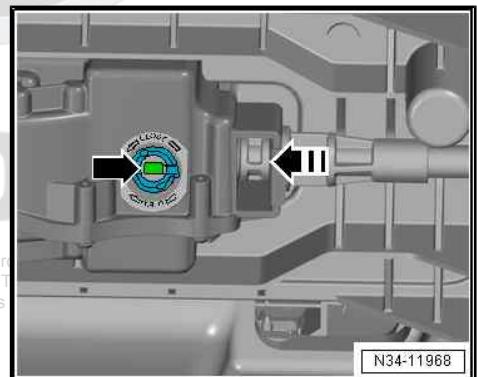
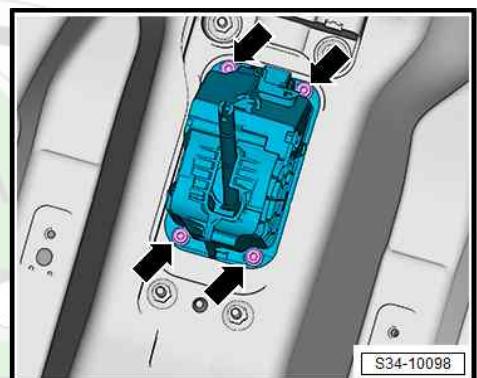


- Unscrew screws -arrows- and remove the shift mechanism upwards.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

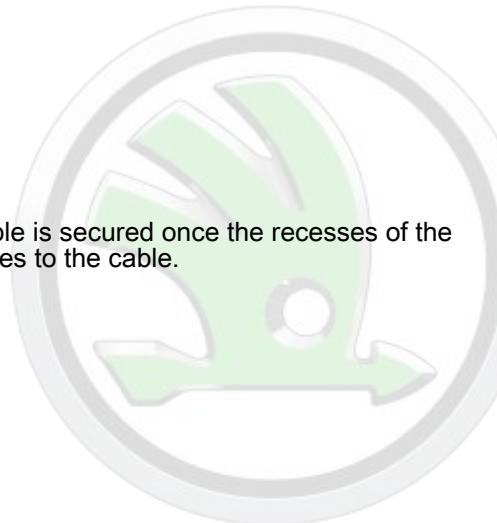
- ◆ Do not bend or buckle the selector lever control cable.
- ◆ Do not grease selector lever control cable.
- ◆ After install the shift mechanism, check the cable for ease of movement and adjust ["2.3 Inspecting and adjusting the selector lever control cable", page 108](#).
- The selector lever for the shift mechanism is at position "N". The cable can only be locked in this position.
- Insert the cable into the shift mechanism far enough for it to be visible in the catch for the shift mechanism -arrow-.



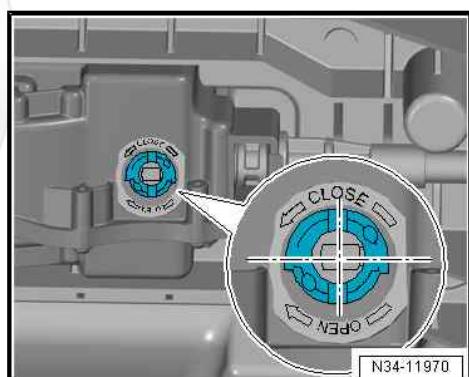
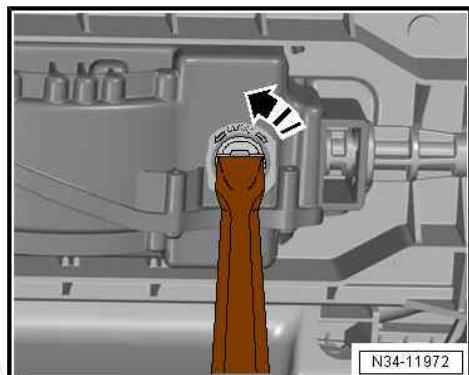
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- Turn the catch for the selector lever cable 90° in -direction of arrow- with a large screwdriver.

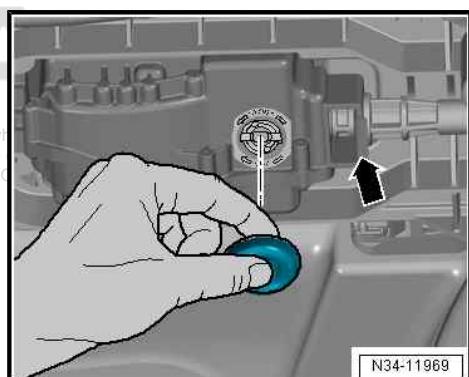


- The selector lever cable is secured once the recesses of the catch are at right angles to the cable.

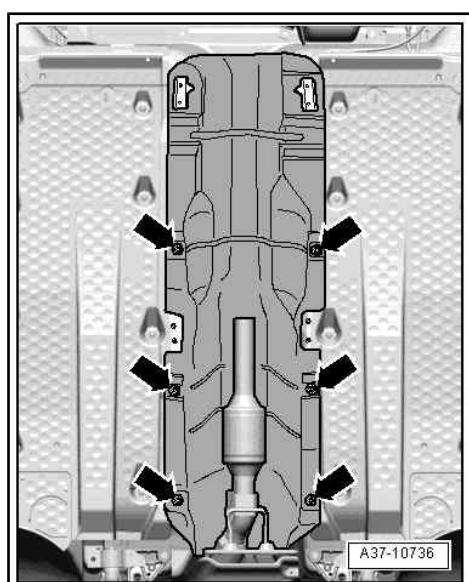


- Install a new lock washer -arrow- and insert plug.

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- Install heat shield under the shift mechanism and secure with clips -arrow-.
- Install the rear part -5- of the exhaust system ⇒ Rep. gr. 26 ; Silencer/muffler; Removing and installing rear part of exhaust system .
- Install the tunnel cross-piece ⇒ External body repairs; Rep. gr. 66 ; Underbody protection; install and remove tunnel cross-piece .
- Install the air guide and the centre console ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing centre console .
- Installing the selector lever handle and cover for the shift mechanism ⇒ [“2.6 Removing and installing handle for shift mechanism”, page 114](#) .
- Connect battery earth strap ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .
- Setting selector lever control cable ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 108](#) .



- Inspect gearshift mechanism [⇒ “2.2 Inspecting the gearshift mechanism”, page 107](#).

Tightening torques - summaries of components



Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ [⇒ “2.1 Summary of components - Gearshift mechanism”, page 98](#)

2.9 Removing and installing the selector lever control cable

[⇒ “2.9.1 Removing and installing the selector lever, Octavia II, Superb II, Yeti, vehicles with thermostat”, page 133](#)

[⇒ “2.9.2 Removing and installing the selector lever control cable Rapid NH, vehicles from 08/2015”, page 137](#)

2.9.1 Removing and installing the selector lever, Octavia II, Superb II, Yeti, vehicles with thermostat

Special tools and workshop equipment required

- ◆ Unlocking tool -T10236-

The selector lever control cable was replaced as a separate component part up to production date 05.2009 [⇒ “2.1.1 Summary of components - gearshift mechanism, Octavia II, Superb II, Yeti, vehicles to 05/2009”, page 98](#).

As of production date 06.2009, this is no longer possible. The selector lever control cable must not be removed (separated) from the shift mechanism and must be replaced together as one component part ⇒ Electronic Catalogue of Original Parts .

Removing

- Shift selector lever into position S.
- Switch off ignition.
- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- With the unlocking tool -T10236-, detach the selector lever cable -2- from the gear shift lever.
- Remove lock washer -1- of the selector lever from the cable support bracket and leave the selector lever control cable in fitting position.
- The lock washer -arrow- of the selector lever must be replaced after removal.

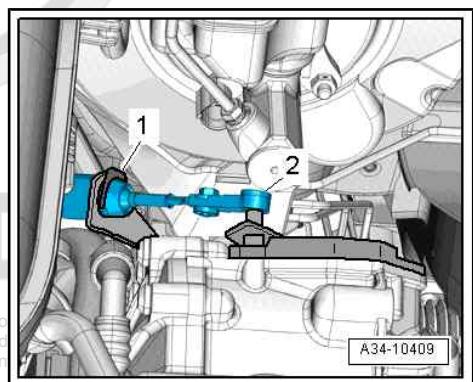


Caution

Risk of damage to the selector lever control cable.

- **Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.**
- **Do not bend or buckle selector lever control cable.**

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A34-10409



- **Do not press the selector lever control cable out of the cable support towards the rear.**

The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.

- Raise vehicle.
- Remove the rear tunnel bridge -1- and the front tunnel bridge -2- from the body (if present).
- Detach the bracket -3- for exhaust system from the assembly carrier.
- Slacken clamping sleeve -4-.

 **Note**

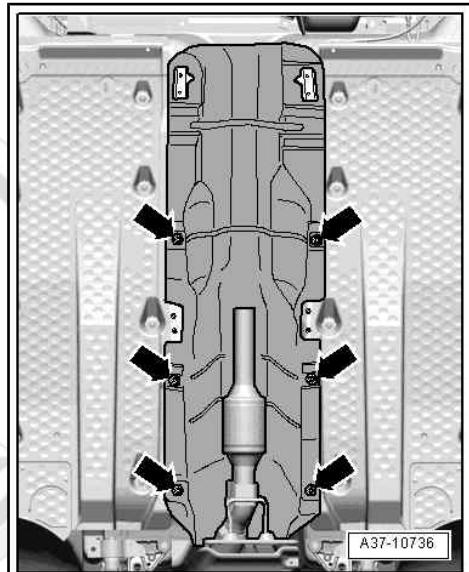
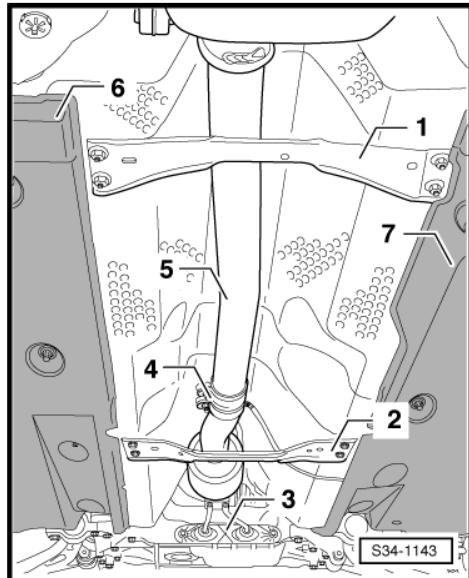
The aid of a 2nd mechanic is required to remove the rear silencer.



Caution

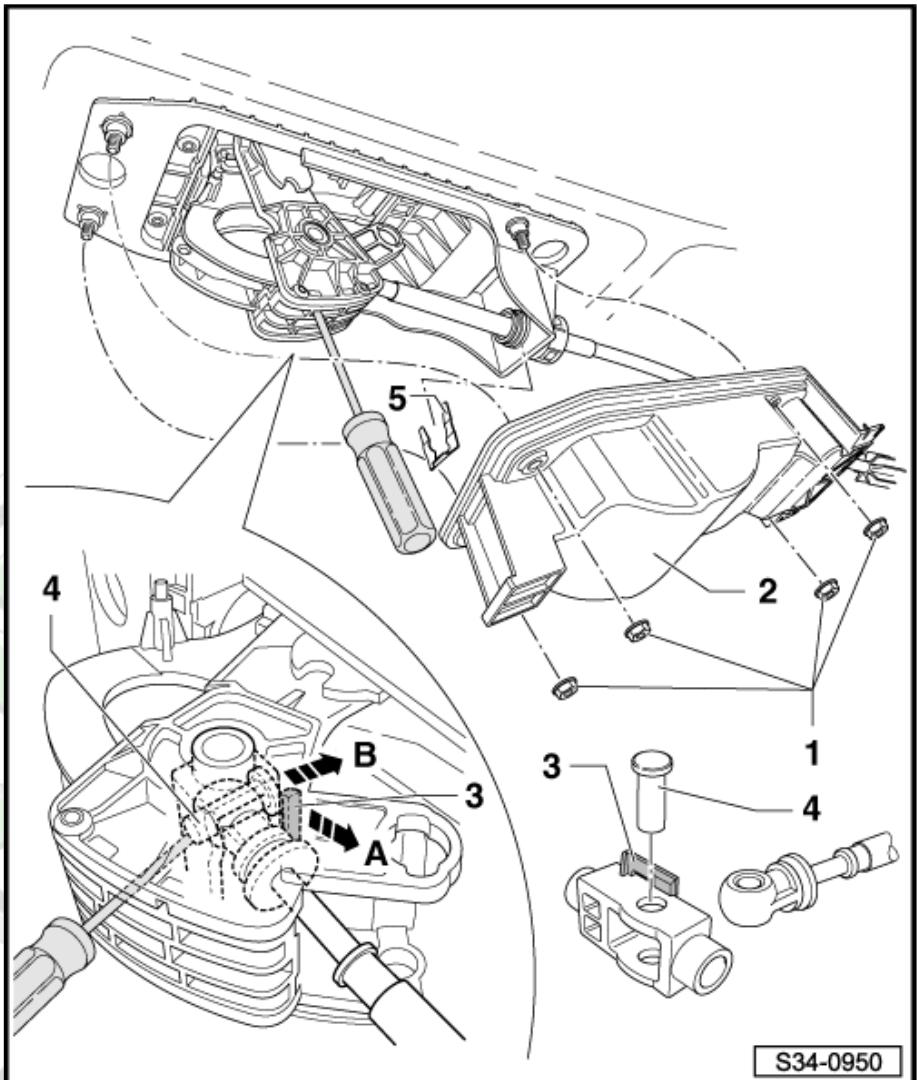
The decoupling element in the pre-exhaust pipe should not be bent by more than 10° - risk of damage.

- Remove the rear part of the exhaust system -5- as from the clamping sleeve ⇒ Engine; Rep. gr. 26 .
- Slacken the trim panels for the underfloor on left -6- and right -7- from the body.
- Unclip lambda probe cable at heat shield.
- Loosen the clips -arrows- and remove the heat shield to the rear.



- Unscrew the nuts -1- and push the shift housing -2- as far as possible onto the selector lever control cable towards the front.

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- ◆ Under no circumstances touch the circuit board of the gearshift mechanism with the fingers, because static discharge can destroy the electrical components and the circuit board.
- ◆ The circuit board can only be replaced together with the gearshift mechanism!
- ◆ Do not break off the locking tab -3-, otherwise the gearshift mechanism must be replaced.

- Pull the locking tab -3-, which secures the bolt -4-, carefully in the -direction of arrow A-.
- At the same time, press the bolt -4- with a screwdriver only as far as necessary in the -direction of arrow B-.
- Insert the screwdriver into the right opening of the shift mechanism, as shown, and press on the bolt.
- Make sure that the pin is not fully pressed out. It is difficult to insert.
- Remove lock washer -5-.



- Remove selector lever control cable.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- ◆ Inspect boot of selector lever control cable for damage; the boot can only be replaced together with the selector lever control cable.
- ◆ Check correct fitting of the boot and do not install the boot twisted.

Do not grease ball socket of the selector lever control cable and ball head/selector lever.

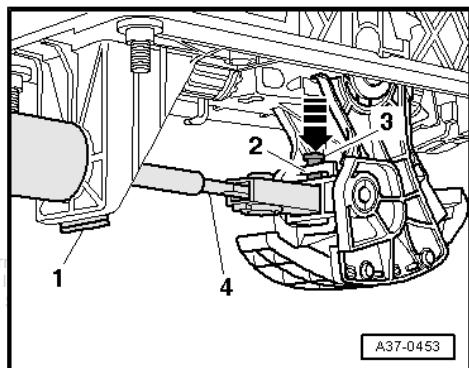


Caution

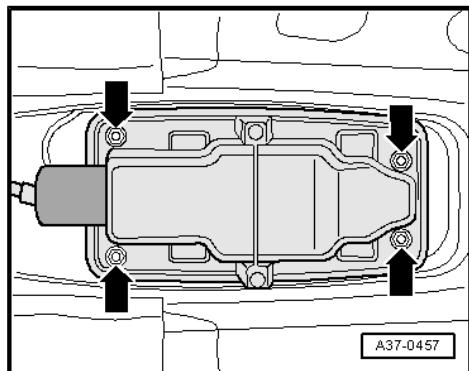
- ◆ Under no circumstances touch the circuit board of the gearshift mechanism with the fingers, because static discharge can destroy the electrical components and the circuit board.
- ◆ The circuit board can only be replaced together with the gearshift mechanism!

- Insert the selector lever control cable with protective cover into the shift housing. Do not damage the boot.
- Insert the end of the selector lever control cable -4- into the joint of the selector lever.
- Press bolt -3- downwards in -direction of arrow- and check if the locking tab -2- is locked.
- Insert the lock washer -1- for the selector lever control cable.
- Fitting position: with the angled end towards the gearshift mechanism.

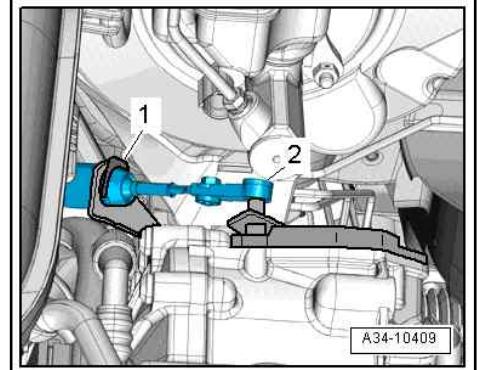
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- Screw the gear shift housing onto the shift mechanism -arrows-.



- Carefully press the selector lever control cable -2- onto the gearshift lever and secure in the cable support with a new lock washer -1-.
- Shift selector lever from S to P.
- Gearshift mechanism and selector lever control cable must move smoothly when shifting gears.
- Setting selector lever control cable [⇒ “2.3 Inspecting and adjusting the selector lever control cable”, page 108](#).
- Inspect gearshift mechanism [⇒ “2.2 Inspecting the gearshift mechanism”, page 107](#).
- Install air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Install the heat shield below the shift mechanism and fasten the trim panels for the underfloor on the body ⇒ Body Work; Rep. gr. 50 .
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Install the tunnel bridges below the exhaust system ⇒ Engine; Rep. gr. 26 .



Tightening torques - summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ [⇒ “2.1.1 Summary of components - gearshift mechanism, Octavia II, Superb II, Yeti, vehicles to 05/2009”, page 98](#)

2.9.2 Removing and installing the selector lever control cable Rapid NH, vehicles from 08/2015

Special tools and workshop equipment required

- ◆ Unlocking tool -T10236-

For Rapid NH vehicles, the selector lever cable can be replaced separately from the production date 06/2015 ⇒ Electronic Catalog of Original Parts .

Summary of components [⇒ “2.1.5 Summary of components - gearshift mechanism, Rapid NH, vehicles to 06/2015”, page 105](#)

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Removing

- Remove the air filter ⇒ Rep. gr. 23 ; Air filter; Remove and install the air filter housing ; if needed, ⇒ Rep. gr. 24 ; Air filter; remove and install air filter housing .



- With the unlocking tool -T10236-, detach the selector lever cable -2- from the gear shift lever.
- Remove lock washer -1- of the selector lever from the cable support bracket and leave the selector lever control cable in fitting position.
- The lock washer -arrow- of the selector lever must be replaced after removal.

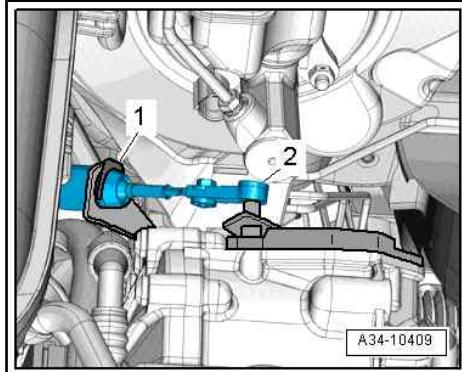


Caution

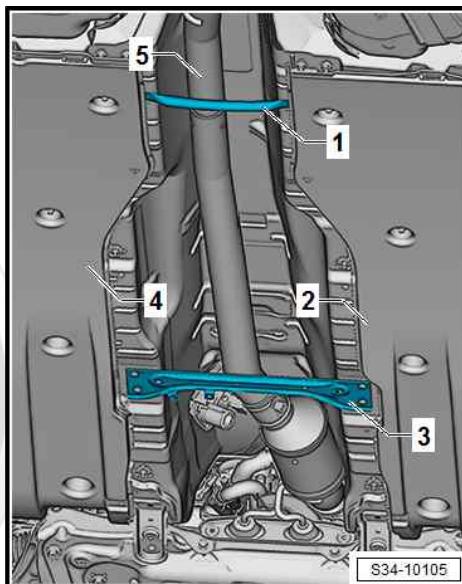
Risk of damage to the selector lever control cable.

- **Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.**
- **Do not bend or buckle selector lever control cable.**
- **Do not press the selector lever control cable out of the cable support towards the rear.**

The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.



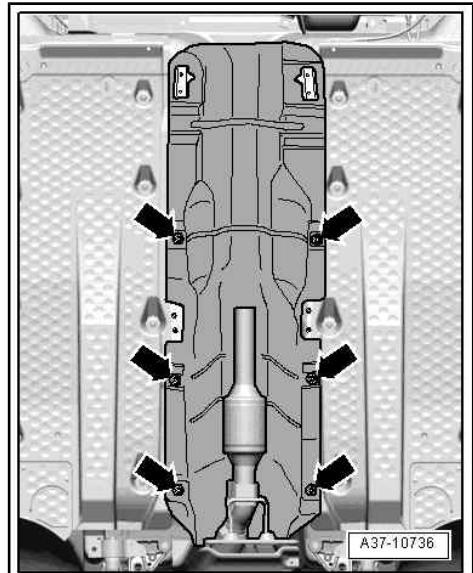
- Bring selector lever for the shift mechanism into position "N".
- The catch can only be released and the selector lever cable disconnected from the shift mechanism in this position.
- Detach both underfloor trim panels -2- and -4-.
- Detach underfloor trim panels by unscrewing the nuts on inner side only (side at exhaust pipe).
- Remove tunnel bridges -1- and -3- ⇒ Rep. gr. 66 ; General body repairs, exterior .
- Remove the rear part -5- of the exhaust system ⇒ Rep. gr. 26 ; Silencer/muffler; Removing and installing rear part of exhaust system .
- Unclip lambda probe cable at heat shield.



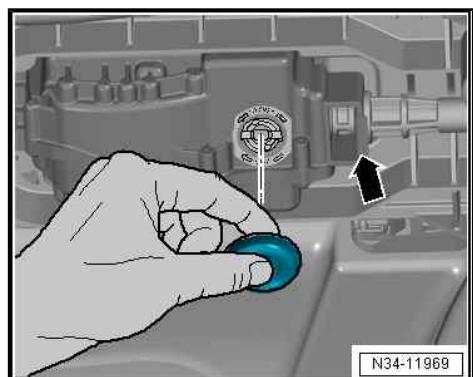
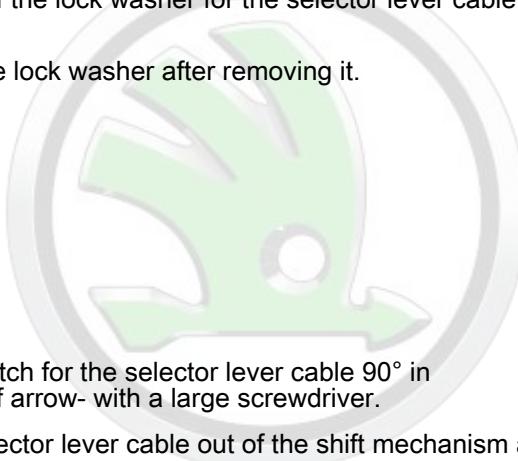
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- Slacken clips -arrows- and remove the heat shield below the shift mechanism towards the rear.



- Detach the plug from the bottom part of the shift mechanism and take off the lock washer for the selector lever cable -arrow-.
- Replace the lock washer after removing it.

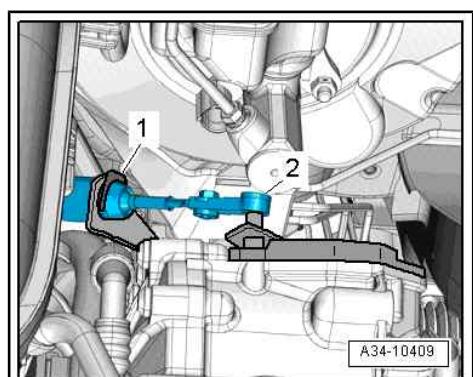
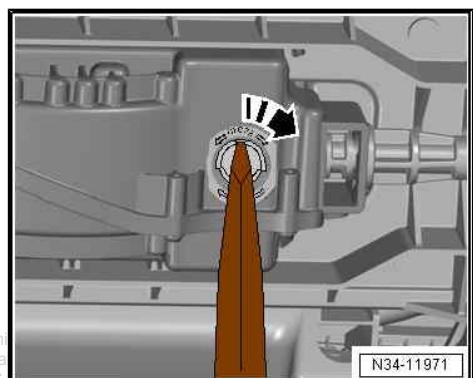


- Turn the catch for the selector lever cable 90° in -direction of arrow- with a large screwdriver.
- Pull the selector lever cable out of the shift mechanism and remove.

Installing

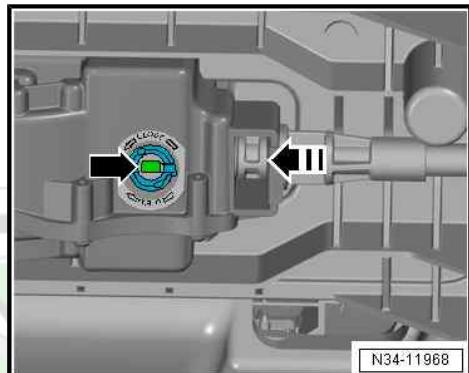
Installation is carried out in the reverse order. When installing, observe the following:

- ◆ Do not bend or buckle the selector lever control cable.
- ◆ Do not grease selector lever control cable.
- The selector lever for the shift mechanism is at position "N". The cable can only be locked in this position.
- Insert selector lever control cable into the cable support bracket, but do not secure with lock washer -1- yet.

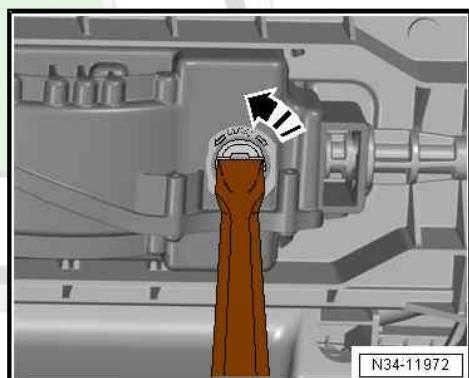




- Insert the cable into the shift mechanism far enough for it to be visible in the catch for the shift mechanism -arrow-.

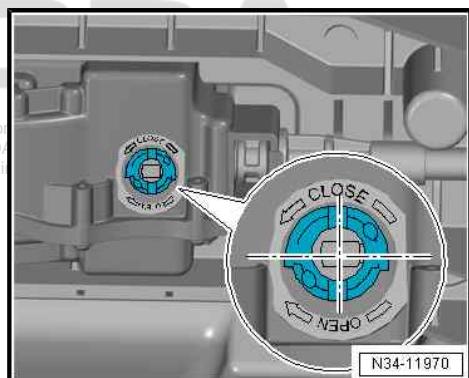


- Turn the catch for the selector lever cable 90° in -direction of arrow- with a large screwdriver.

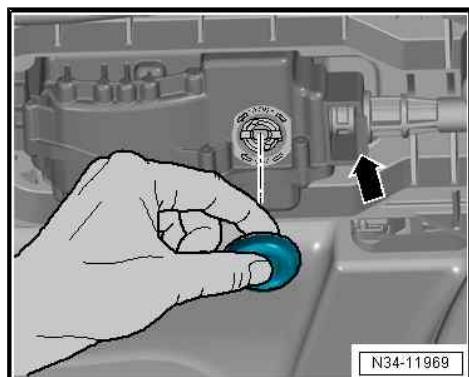


- The selector lever cable is secured once the recesses of the catch are at right angles to the cable.

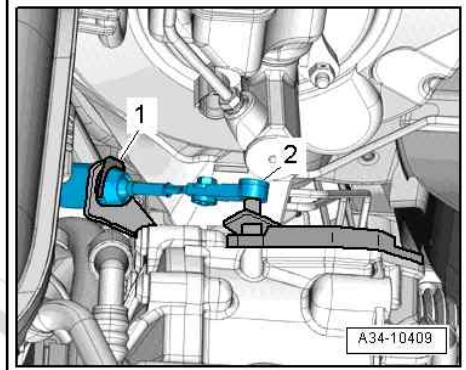
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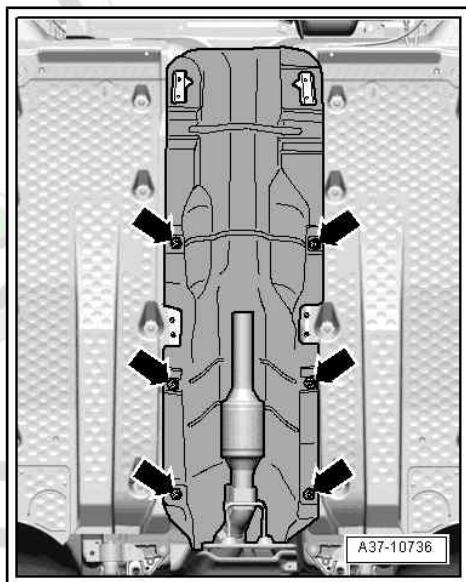
- Install a new lock washer -arrow- and insert plug.



- Carefully press the selector lever control cable -2- onto the gearshift lever and secure in the cable support with a new lock washer -1-.



- Install heat shield under the shift mechanism and secure with clips -arrow-.
- Install the rear part -5- of the exhaust system ⇒ Rep. gr. 26 ; Silencer/muffler; Removing and installing rear part of exhaust system .
- Install the tunnel cross-piece ⇒ External body repairs; Rep. gr. 66 ; Underbody protection; install and remove tunnel cross-piece .
- Setting selector lever control cable ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 108](#) .
- Inspect gearshift mechanism ⇒ [“2.2 Inspecting the gearshift mechanism”, page 107](#) .
- Install the air filter ⇒ Rep. gr. 23 ; Air filter; Remove and install the air filter housing ; if needed, ⇒ Rep. gr. 24 ; Air filter; remove and install air filter housing .



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2.10 Emergency release of gearshift mechanism out of position P

Selector lever lock solenoid - N110- locks the selector lever in position P.

The selector lever can only be shifted out of P when the ignition is on or the engine is started, the brake pedal is actuated and the button on the selector lever handle is pressed.

If there are faults in the voltage supply to the selector lever lock solenoid (battery discharged or fuse defective) or in case of defective solenoids, the selector lever cannot be moved out of the position P; i.e. the vehicle cannot be moved because the parking position is engaged.

If this is the case:

- Test fuse ⇒ Current flow diagrams, Electrical fault finding and Fitting locations.
- Check the battery voltage ⇒ Electrical System; Rep. gr. 27 .

If the selector lever cannot be moved out of position P despite the checks, emergency release of the solenoids must be performed.

If the selector lever is then shifted again into the position P, it is locked again in position P.

2.10.1 Carry out emergency release, Octavia II, Superb II, Yeti

Special tools and workshop equipment required

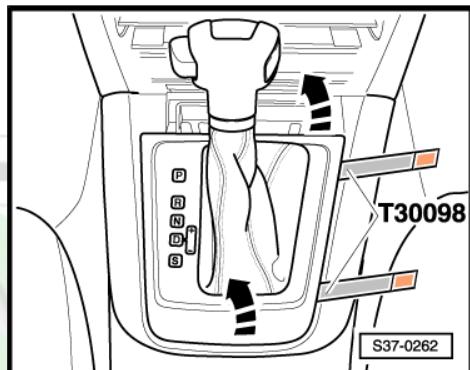


- ◆ Release tool - T30098-
- Open ashtray in the centre console.

Vehicles Octavia II and Yeti

- Use the release tool - T30098- to unlock the cover at front right -arrow-, then rear right and centre -arrow-, in stages.

Superb II vehicles



- Remove cover using the release tool - T30098-. Pull up rear left and right cover -arrows-.

Continued for all vehicles



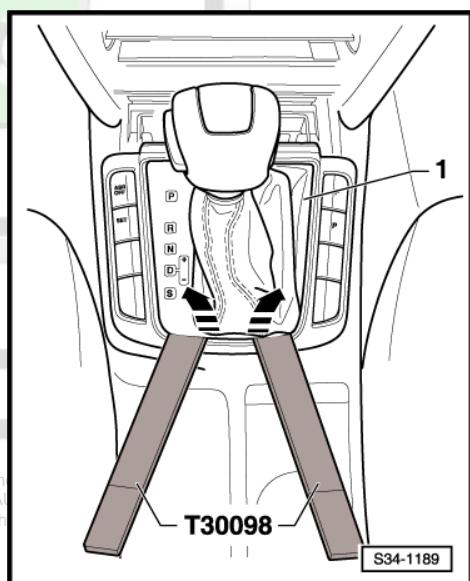
Note

Do not remove grip of selector lever.

- Depress the brake pedal or pull on the handbrake.



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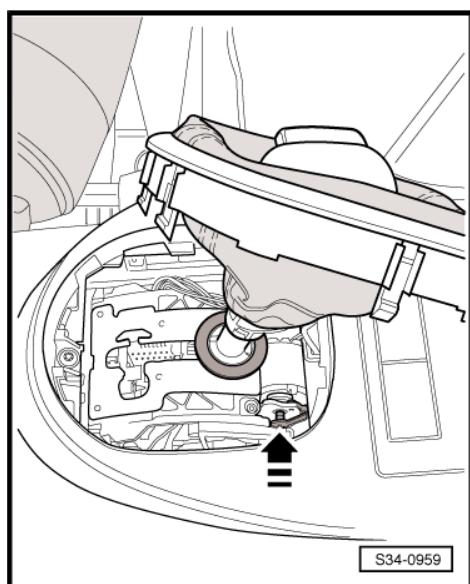
Vehicles up to production date 05.2009

- Press from right to left -arrow- on the yellow plastic wedge.
- Now press the button on the selector lever knob and shift the selector lever out of the position P.



Note

If the selector lever is then shifted again into the position P, it is locked again in position P.



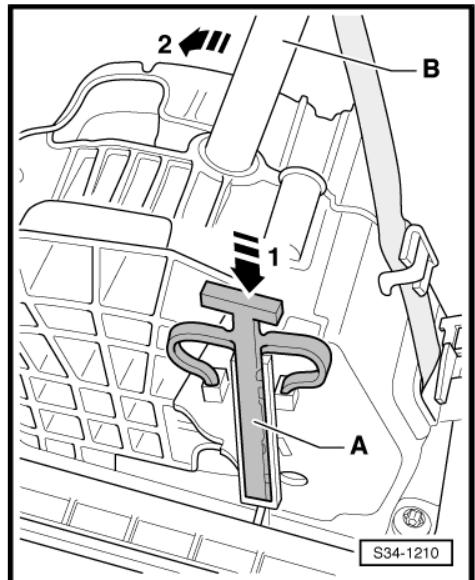
Vehicles as of production date 06.2009

- Press the yellow plastic wedge -A- in -direction of arrow 1-.
- Now press the button on the selector lever handle and shift the selector lever -B- in -direction of arrow 2- out of the position P.



Note

If the selector lever is then shifted again into the position P, it is locked again in position P.



2.10.2 Performing emergency release (Fabia II, Roomster, Rapid NH)

- Removing the cover for the shift mechanism [⇒ “2.5 Removing and Installing the cover for the shift mechanism”, page 111.](#)

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Note

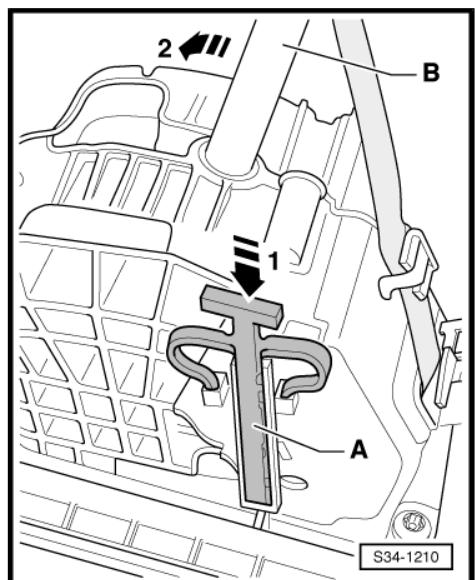
Do not remove grip of selector lever.

- Depress the brake pedal or pull on the handbrake.
- Press the yellow plastic wedge -A- in -direction of arrow 1-.
- Now press the button on the selector lever handle and shift the selector lever -B- in -direction of arrow 2- out of the position P.



Note

If the selector lever is then shifted again into the position P, it is locked again in position P.



2.11 Removing and installing the Tiptronic switch - F189-

The Tiptronic switch - F189- is integrated firmly in the gearshift mechanism and cannot be replaced separately.

If the Tiptronic switch - F189- is defective, the gearshift mechanism must be replaced [⇒ “2.8 Removing and installing selector mechanism”, page 120](#).

2.12 Removing and installing selector lever lock solenoid - N110-

The selector lever lock solenoid - N110- is integrated firmly in the gearshift mechanism and cannot be replaced separately.

If the selector lever lock solenoid - N110- is defective, the gearshift mechanism must be replaced [⇒ “2.8 Removing and installing selector mechanism”, page 120](#).

2.13 Removing and installing selector lever switch locked in P - F319-

The selector lever switch locked in P - F319- is integrated firmly in the gearshift mechanism and cannot be replaced separately.

If the selector lever switch locked in P - F319- is defective, the gearshift mechanism must be replaced [⇒ “2.8 Removing and installing selector mechanism”, page 120](#).

2.14 Removing and installing the selector lever sensor control unit - J587-

Selector lever sensor control unit - J587- is integrated firmly in the gearshift mechanism and cannot be replaced separately.

If the selector lever sensor control unit - J587- is defective, the gearshift mechanism must be replaced [⇒ “2.8 Removing and installing selector mechanism”, page 120](#).

2.15 Checking the plug connections on the shift mechanism Octavia II, Superb II, Yeti

Before repairing or checking the plug connections, try to determine the origin of the damage via the “targeted fault finding” using the ⇒ Vehicle diagnostic tester.

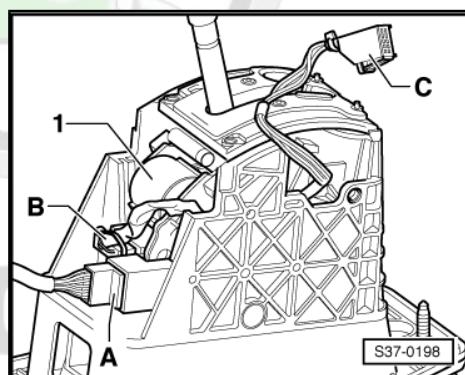
Before checking the plug connections, all control units in the vehicle should be checked with the ⇒ Vehicle diagnostic tester, if necessary the faults must be rectified.

- Check plug connections ⇒ Current flow diagrams, Electrical fault finding and Fitting locations.

A - 10-pin plug for connection lines from the gearshift mechanism to the gearbox (with CAN databus line)

B - 4-pin plug to selector lever lock solenoid - N110-, selector lever sensor control unit - J587- and selector lever switch locked in P - F319-

C - 10-pin plug to lamp for selector lever scale illumination - L101- in the cover for the shift mechanism



Note

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As of production date 06.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism [⇒ “2.1.2 Summary of components - Gearshift mechanism, Octavia II, Superb II, Yeti, vehicles from 06/2009”, page 100](#).

3 Removing and installing the gearbox

⇒ “3.1 Removing the gearbox”, page 145

⇒ “3.2 Installing the gearbox”, page 176

⇒ “3.3 Specified torques”, page 180

3.1 Removing the gearbox

⇒ “3.1.1 Removing the gearbox, Octavia II, Yeti”, page 145

⇒ “3.1.2 Removing gearbox, Superb II”, page 153

⇒ “3.1.3 Removing the gearbox, Fabia II, Roomster”, page 160

⇒ “3.1.4 Removing gearbox, Rapid”, page 168

3.1.1 Removing the gearbox, Octavia II, Yeti

Special tools and workshop equipment required

- ◆ Unlocking tool -T10236-
- ◆ Socket insert , e.g. -T10035- or socket insert XZN 14 - T10061-
- ◆ Lifting device - T30099-
- ◆ Hook for MP9-200 and T30099 - MP9-200/10 (10-222A/10)-
- ◆ Socket - T10107 A-
- ◆ Tensioning strap - T10038-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/59-
- ◆ Engine and gearbox jack -V.A.G 1383A- or -VAS 6931-
- ◆ Spring strap clips , e.g. -VAS 6340-
- ◆ Wedge - T10161-

Observe instructions and safety instructions for automatic gearbox DSG - 0AM. with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

◆ ⇒ “2 Safety instructions”, page 2

◆ ⇒ “3 Repair instructions”, page 4

All cable straps that are detached or cut when removing should be attached again in the same place when installing.

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

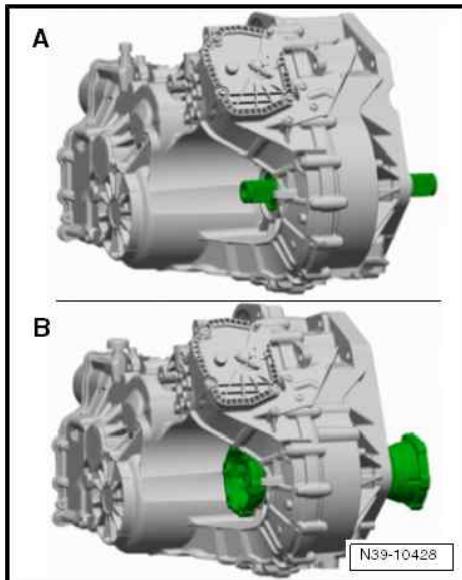


Gearbox with different output shafts.

A - Rigid shafts up to 11.2008

B - flange shafts as of 11.2008

- Shift selector lever into position P.
- Do not take out ignition key.
- If present, remove engine cover ⇒ Engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



- With the unlocking tool -T10236- , detach the selector lever cable -2- from the gear shift lever.

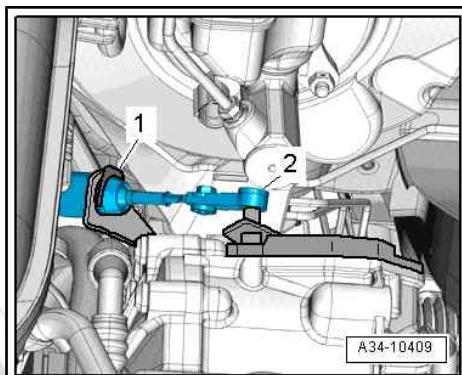


Caution

Risk of damage to the selector lever control cable.

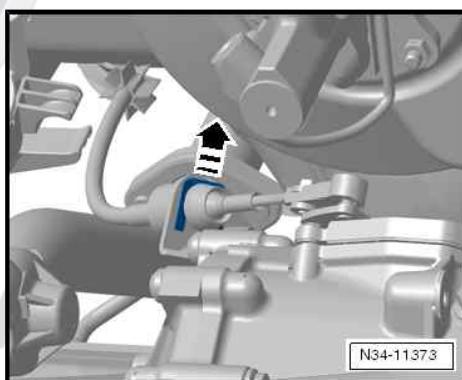
- **Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.**
- **Do not bend or buckle selector lever control cable.**
- **Do not press the selector lever control cable out of the cable support towards the rear.**

The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.



- Remove the lock washer -arrow- of the selector lever control cable, the selector lever control cable must be left in the fitting position.
- Remove starter ⇒ Electrical System; Rep. gr. 27 .
- Remove the earth cable from the holding down bolt of the gearbox console.
- Release all the upper connecting screws of the gearbox/engine.

To this end, use if necessary socket insert - T10035- or socket insert - T10061- .



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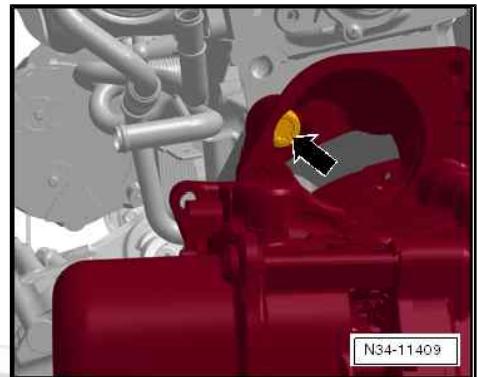
On some engines, one of the screws is located in the assembly opening for the starter -arrow-.

- Unscrew engine/gearbox connecting screw -arrow-.

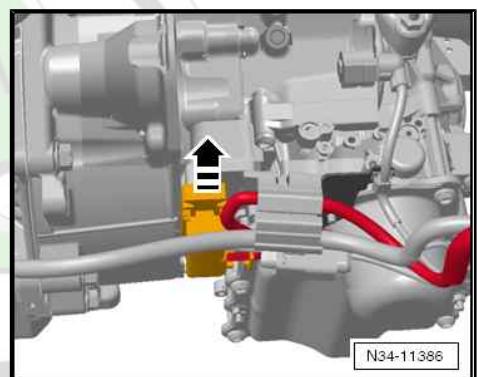


Caution

◆ Under no circumstances must the plug contacts in the plug of the gearbox be touched with the hands, because the control unit can be destroyed through static discharge as well as the mechatronics.



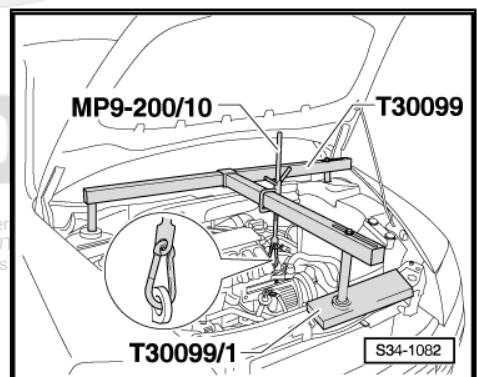
- Grab with the hand (without gloves) at the ground in order to discharge yourself electrostatically.
- Unlock the cap of the plug on the mechatronics by pulling in -direction of arrow- and disconnect the plug.
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 50 .



Vehicles Octavia II

- Position supporting device -T30099- with base - T30099/1- .

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Yeti vehicles

- Fit supporting device -T30099- .

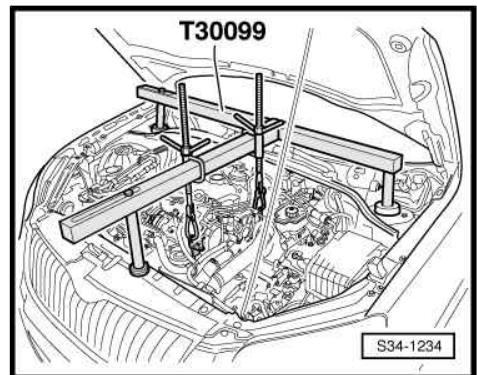


Note

Use only one spindle of the supporting device with a 1.2 engine.

Continued for all vehicles

- Slightly pre-tension the engine/gearbox unit via the spindles, do not raise.
- Loosen the front left wheel bolts.



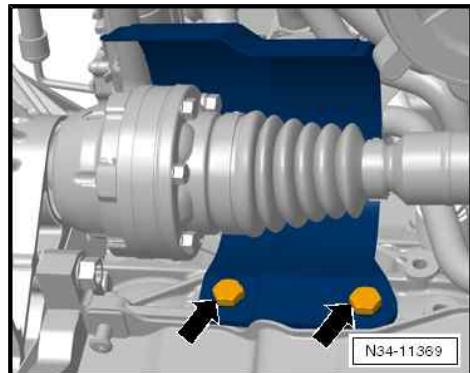
Vehicles with rigid shafts

- Loosen the front right wheel bolts.
- Raise vehicle.
- Remove right front wheel.



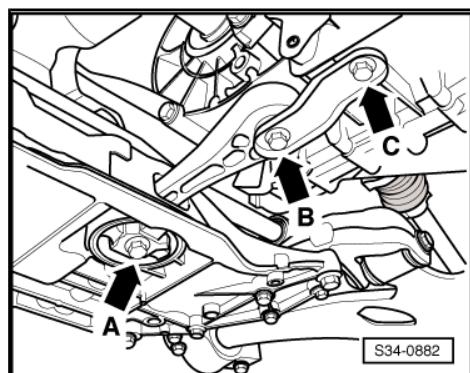
Continued for all vehicles

- Raise vehicle.
- Remove front left wheel.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Remove the charge air hose from the bottom left charge air cooler and the charge air pipe ⇒ Engine; Rep. gr. 21 .
- Remove the protective cap for right drive shaft from the engine -arrows-.



- Remove pendulum support from gearbox, to do so, release the bolts -arrows B and C-.

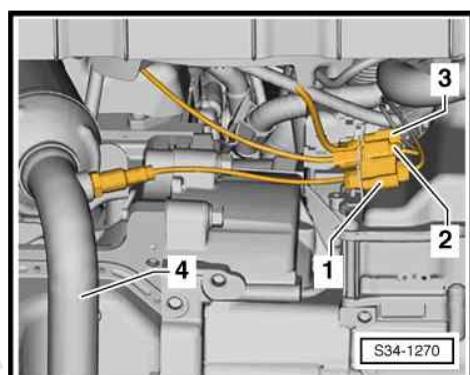
Vehicles with 1.2 and 1.4 l engines



- Unhook the plug connections -1 ... 3- from the bottom bracket at the front of the gearbox and disconnect.
- Remove pre-exhaust pipe with catalytic converter -4- ⇒ Engine; Rep. gr. 26 .

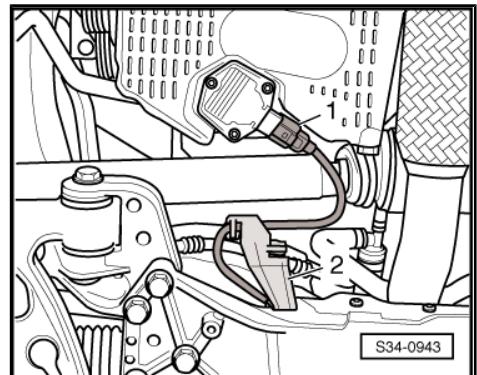
Continued for all vehicles

- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

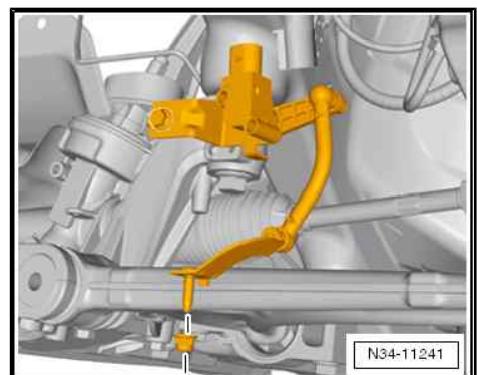


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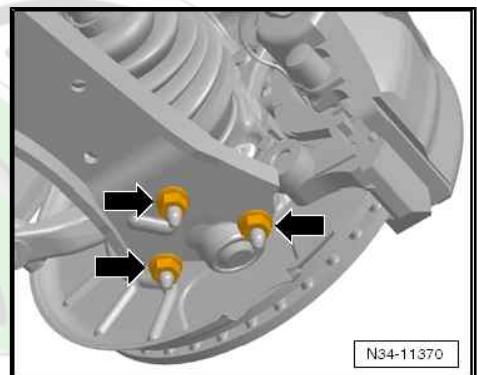
- If present, disconnect the electrical plug connection -1- on the oil level and oil temperature sender - G266- .
- Unclip the wiring loom from the holder -2-.



- If present, remove front left vehicle level sensor - G78- .



- Unscrew the nuts -arrows- from the steering joint to the left track control arm.
- Unhook the steering joint from the track control arm.

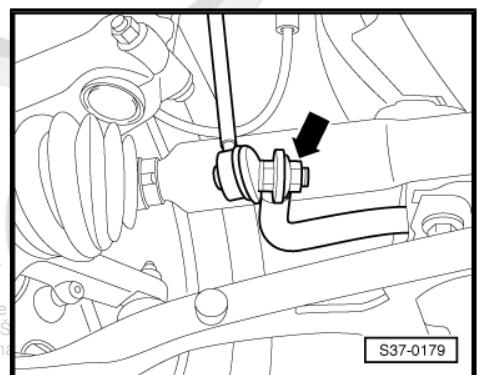


- Remove the screw -arrow- and release the coupling rod from the anti-roll bar on the left side.

Vehicles with rigid shafts

- Unhook the steering joint from the track control arm and release the coupling rods from the anti-roll bar on both sides of the vehicle.
- Press off the left and right rigid drive shafts from the rigid shafts of the gearbox, e.g. with wedge - T10161- or tyre iron ⇒ Chassis; Rep. gr. 40 .

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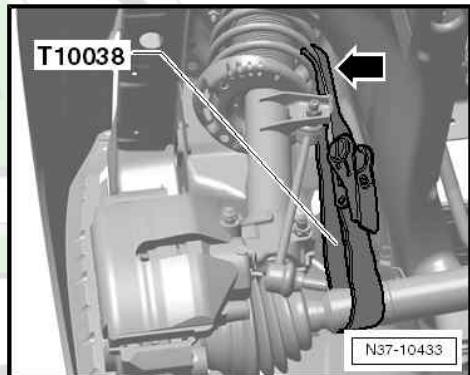




- Tie up the drive shafts as far as possible. Avoid damaging the paintwork of the drive shafts during this operation.

Vehicles with flange shafts

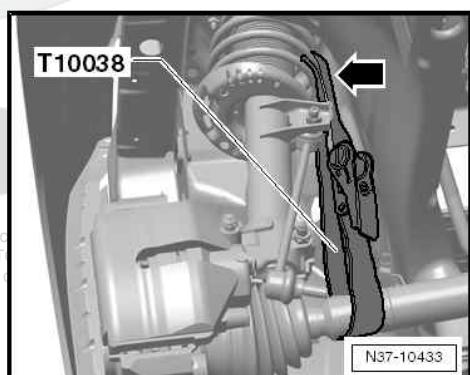
- Remove drive shafts from flange shafts ⇒ Chassis; Rep. gr. 40 .



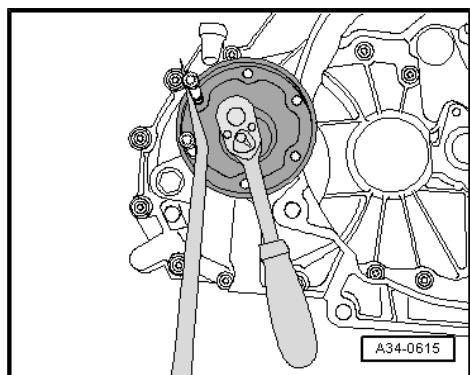
- Tie up the drive shafts as far as possible. Avoid damaging the paintwork of the drive shafts during this operation.



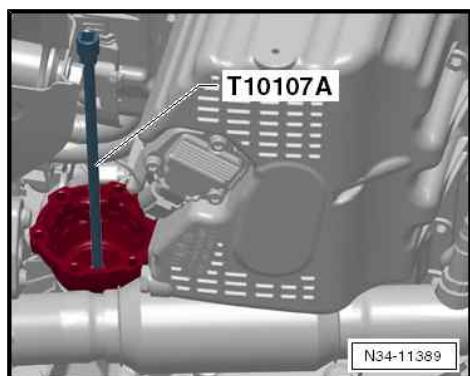
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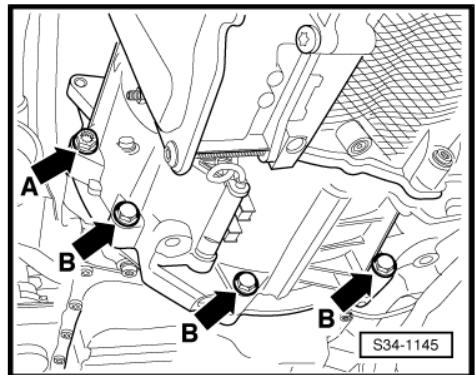
- Insert 2 screws in the flange and counterhold the flange shaft using a tyre iron.



- Remove the right flange shaft with the pressure spring from the gearbox with the socket insert - T10107 A- .
- Seal the gearbox with suitable screw plugs.

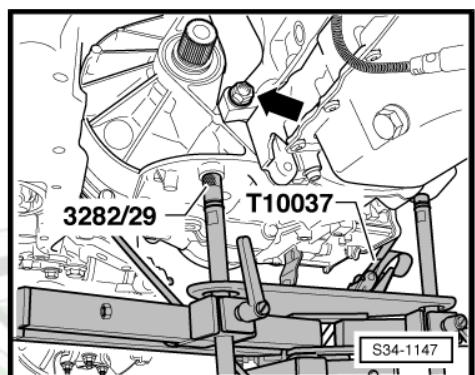
Continued for all vehicles

- Unscrew bottom connecting screws -arrow°A- and -arrow°B- from engine/gearbox.

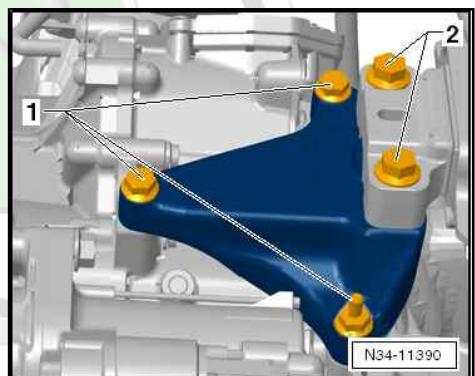


Do not undo screw -arrow- yet on the engine side in the vicinity of the right rigid shaft or right flange shaft.

On diesel engines, this screw is underneath the shaft, on petrol engines, above it.

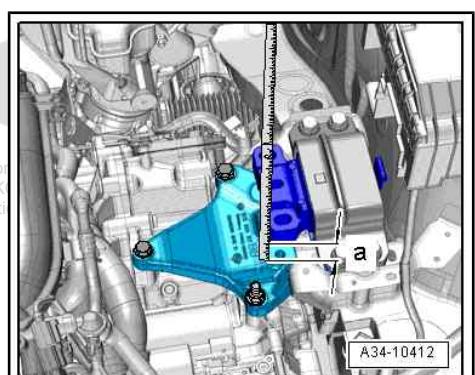


- Slacken the screws -1- of the gearbox console by approx. one turn and screw out the screws -2-.



- Then lower the engine and gearbox via the spindles of the supporting device as far as necessary so that there is a gap of dimension -a- between the gearbox console and the gearbox mount.
- Dimension -a- = 60 - 70 mm.

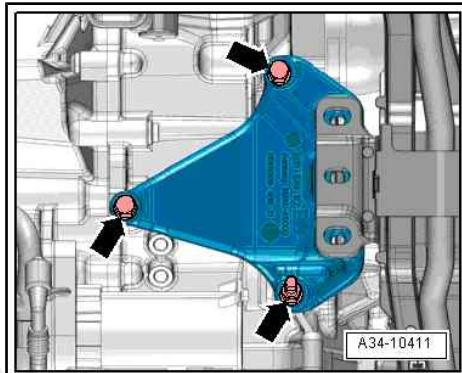
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with respect to the correctness of information



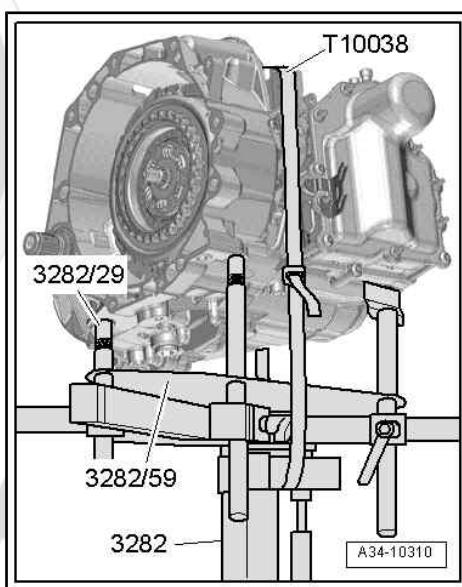


- Screw out screws -arrows- and remove gearbox console.

The gearbox mount - 3282- is placed on the engine/gearbox jack -V.A.G 1383A- or -VAS 6931- and is aligned using the adjusting plate - 3282/59- to remove the gearbox.



- Align arms of the gearbox mount - 3282- with the holes in the adjusting plate - 3282/59- .
- Screw in the mounting elements as shown on adjusting plate - 3282/59- .
- Position the engine / gearbox jack below the vehicle with the gearbox mount - 3282- .
- The arrow symbol on the adjusting plate - 3282/59- points in the direction of travel.
- Align the gearbox mount - 3282- parallel to the gearbox.
- Screw the bolt - 3282/29- into the gearbox.
- Place both remaining mounting elements on the gearbox as shown.
- To do so, place the panel of the drift under the gearbox housing and not under the mechatronics.
- Secure the gearbox with the tensioning strap - T10038- .
- Support the gearbox with engine / gearbox jack from underneath.



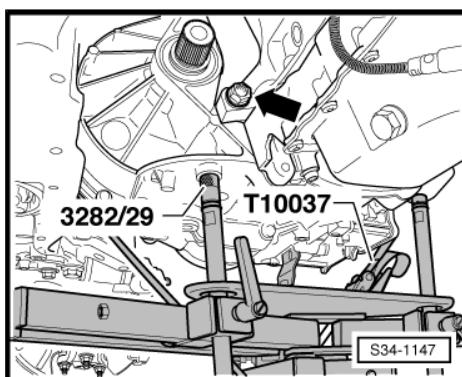
- Unscrew the last connecting screw -arrow- at engine and gearbox.
- Separate the gearbox from the engine and carefully lower it.
- When lowering the gearbox, guide the selector lever control cable out of the cable support.



Caution

Observe all lines and coolant hoses when lowering the gearbox.

Do not bend or buckle selector lever control cable.



Vehicles with flange shafts

- Reinstall the right flange shaft.

Continued for all vehicles

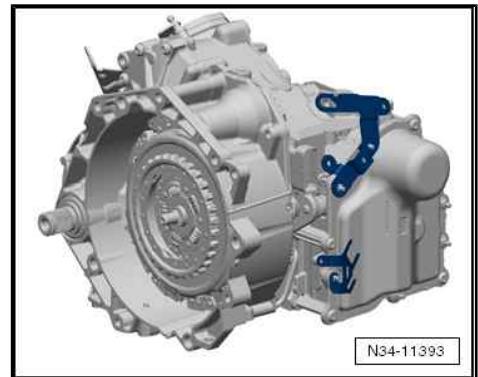
In some cases, the holders are installed at the front of the gearbox.



Note

If a new gearbox is installed, the holders must be modified to the new gearbox.

Transport the gearbox and secure it to the assembly stand ⇒ [“4 Transporting the gearbox”, page 183](#).



3.1.2 Removing gearbox, Superb II

Special tools and workshop equipment required

- ◆ Lifting device - MP9-200 (10-222 A)-
- ◆ Adapter - MP9 200/18 (10-222 A /18)-
- ◆ Mounting bracket - T10346-
- ◆ Wedge - T10161-
- ◆ Hook for MP9-200 and T30099 - MP9-200/10 (10-222A/10)-
- ◆ Unlocking tool -T10236-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/59-
- ◆ Tensioning strap - T10038-
- ◆ Socket - T10107 A-
- ◆ Engine and gearbox jack -V.A.G 1383A- or -VAS 6931-
- ◆ Spring strap clips , e.g. -VAS 6340-
- ◆ Socket insert , e.g.-T10035- or socket insert XZN 14 - T10061-

Observe instructions and safety instructions for automatic gearbox DSG - 0AM.

- ◆ ⇒ [“2 Safety instructions”, page 2](#)
- ◆ ⇒ [“3 Repair instructions”, page 4](#)

All cable straps that are detached or cut when removing should be attached again in the same place when installing.

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .



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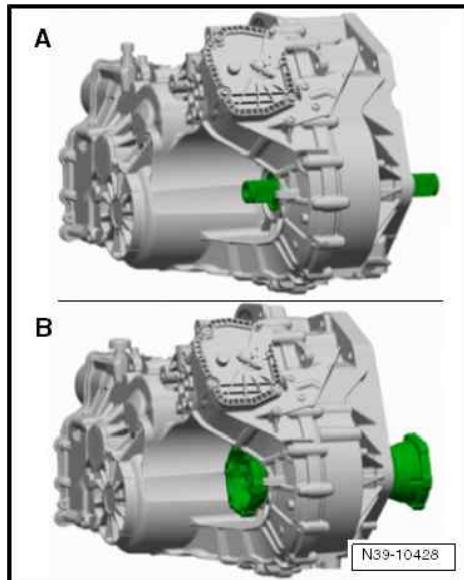


Gearbox with different output shafts:

A - Rigid shafts

B - Flange shafts

- Shift selector lever into position P.
- Do not take out ignition key.
- If present, remove engine cover ⇒ Engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



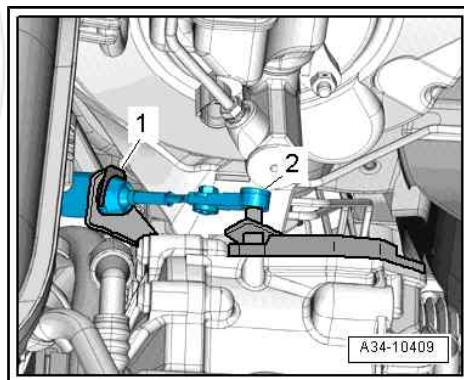
- With the unlocking tool -T10236- , detach the selector lever cable -2- from the gear shift lever.



Caution

Risk of damage to the selector lever control cable.

- **Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.**
- **Do not bend or buckle selector lever control cable.**
- **Do not press the selector lever control cable out of the cable support towards the rear.**

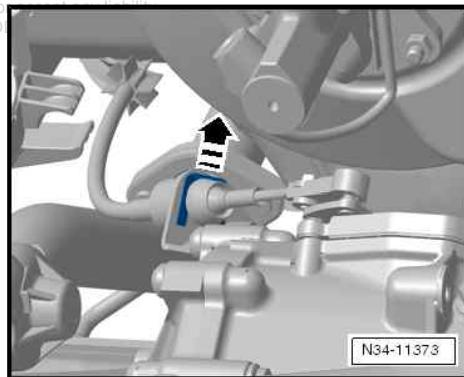


The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.

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- Remove the lock washer -arrow- of the selector lever control cable, the selector lever control cable must be left in the fitting position.
- Remove starter ⇒ Electrical System; Rep. gr. 27 .
- Remove the earth cable from the holding down bolt of the gearbox console.
- Release all the upper connecting screws of the gearbox/engine.

To this end, use if necessary socket insert - T10035- or socket insert - T10061- .



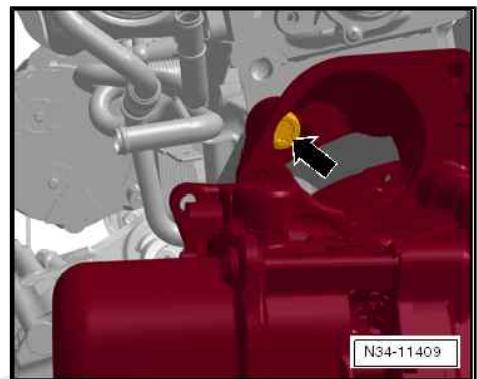
On some engines, one of the screws is located in the assembly opening for the starter -arrow-.

- Unscrew engine/gearbox connecting screw -arrow-.

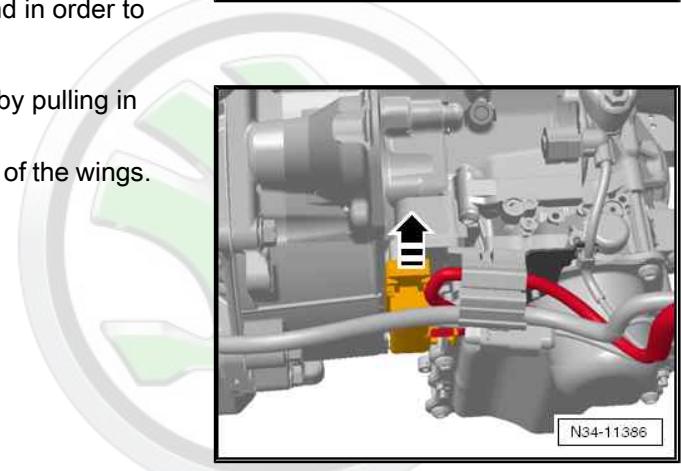


Caution

◆ *Under no circumstances must the plug contacts in the plug of the gearbox be touched with the hands, because the control unit can be destroyed through static discharge as well as the mechatronics.*



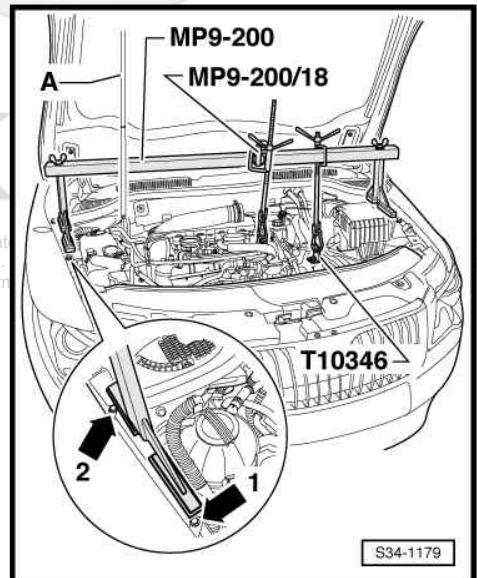
- Grab with the hand (without gloves) at the ground in order to discharge yourself electrostatically.
- Unlock the cap of the plug on the mechatronics by pulling in -direction of arrow- and disconnect the plug.
- Remove the filling pieces from both upper edges of the wings.



- Screw on the bracket - T10346- into the rear opening for fastening the battery tray.

To do so, use a collar screw M6 or one of the fixing screws for the battery tray.

- Position the supporting device - MP9-200- behind the pressurized gas strut -A- for the front flap.
- The supports of the supporting device - MP9-200- must be placed on the wheelhouse frame side rail, as shown in the figure.
- The supports must be placed behind the screw -arrow 1- and to the side and touching screw -arrow 2-.
- Connect the holder - T10346- with the supporting device - MP9-200- .
- Hook the second spindle into the front left engine lifting eye.
- Slightly take up the weight of the engine/gearbox unit via the spindle. do not raise.
- Loosen the front left wheel bolts.



Vehicles with rigid shafts

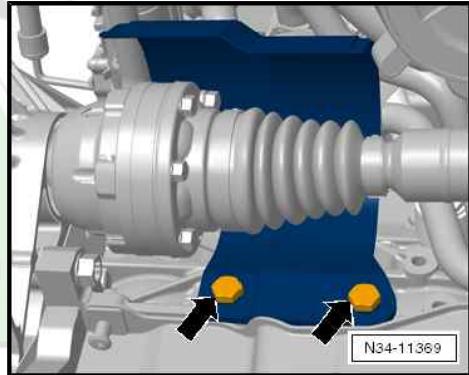
- Loosen the front right wheel bolts.
- Raise vehicle.
- Remove right front wheel.

Continued for all vehicles

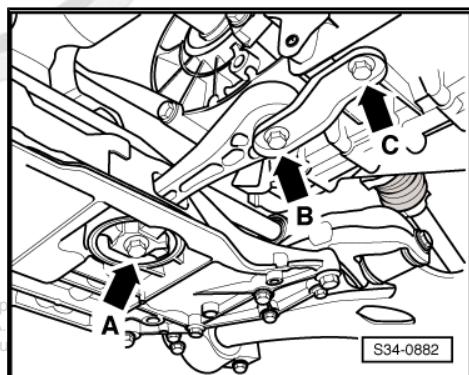
- Raise vehicle.
- Remove front left wheel.



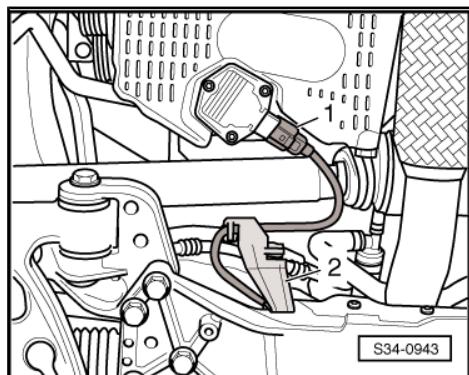
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Remove the charge air hose from the bottom left charge air cooler and the charge air pipe ⇒ Engine; Rep. gr. 21 .
- Remove the protective cap for right drive shaft from the engine -arrows-.



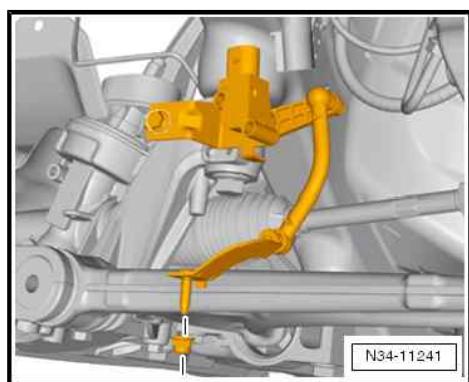
- Remove pendulum support from gearbox, to do so, release the bolts -arrows B and C-.
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



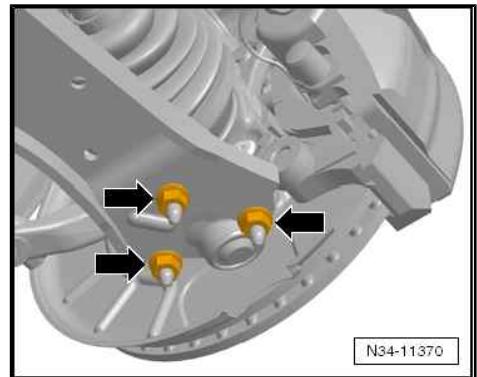
- If present, disconnect the electrical plug connection -1- on the oil level and oil temperature sender - G266- .
- Unclip the wiring loom from the holder -2-.



- If present, remove front left vehicle level sensor - G78- .



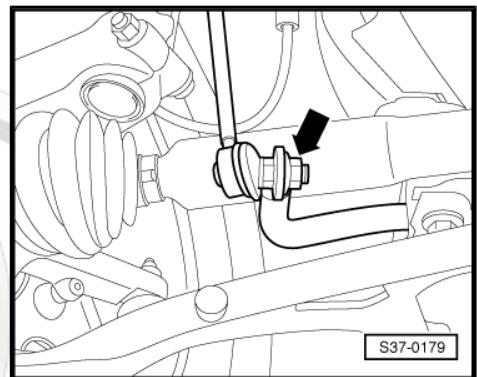
- Unscrew the nuts -arrows- from the steering joint to the left track control arm.
- Unhook the steering joint from the track control arm.



- Remove the screw -arrow- and release the coupling rod from the anti-roll bar on the left side.

Vehicles with rigid shafts

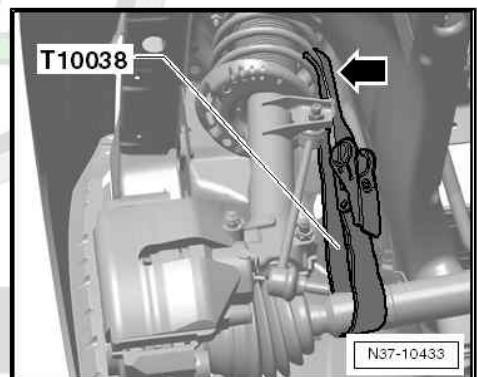
- Unhook the steering joint from the track control arm and release the coupling rods from the anti-roll bar on both sides of the vehicle.
- Press off the left and right rigid drive shafts from the rigid shafts of the gearbox, e.g. with wedge - T10161- or tyre iron ⇒ Chassis; Rep. gr. 40 .



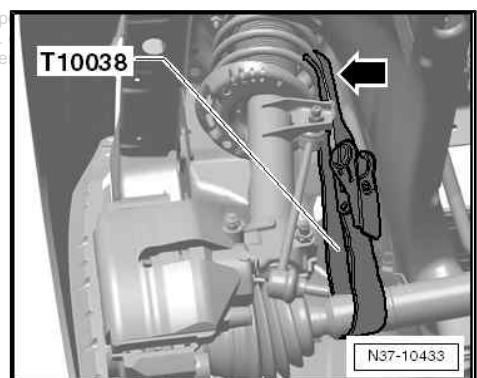
- Tie up the drive shafts as far as possible. Avoid damaging the paintwork of the drive shafts during this operation.

Vehicles with flange shafts

- Remove drive shafts from flange shafts ⇒ Chassis; Rep. gr. 40 .

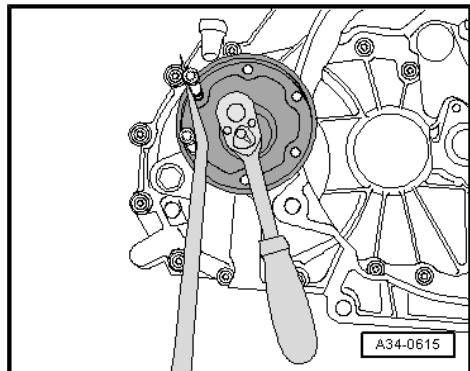


- Tie up the drive shafts as far as possible. Avoid damaging the paintwork of the drive shafts during this operation.



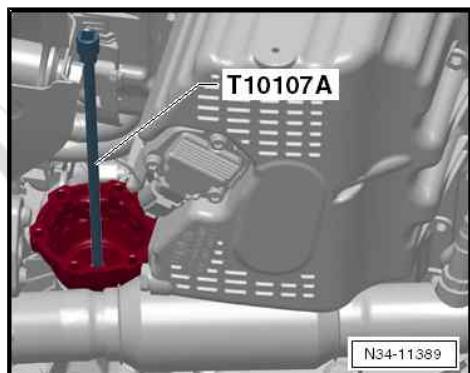


- Insert 2 screws in the flange and counterhold the flange shaft using a tyre iron.

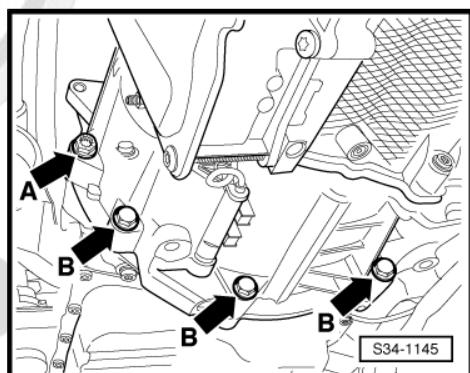


- Remove the right flange shaft with the pressure spring from the gearbox with the socket insert - T10107 A- .
- Seal the gearbox with suitable screw plugs.

Continued for all vehicles



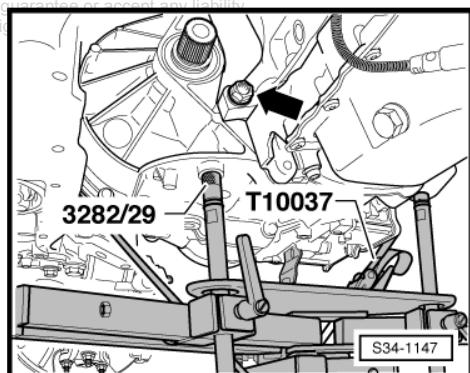
- Unscrew bottom connecting screws -arrow°A- and -arrow°B- from engine/gearbox.



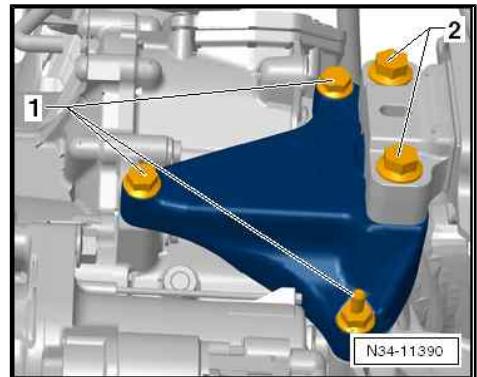
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Do not undo screw -arrow- yet on the engine side in the vicinity of the right rigid shaft or right flange shaft.

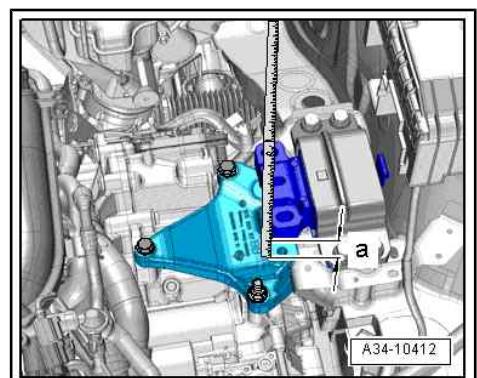
On diesel engines, this screw is underneath the shaft, on petrol engines, above it.



- Slacken the screws -1- of the gearbox console by approx. one turn and screw out the screws -2-.

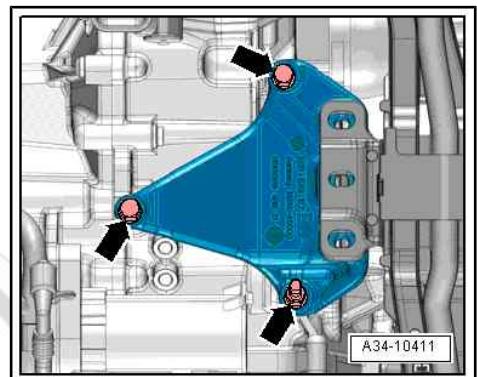


- Then lower the engine and gearbox via the spindles of the supporting device - MP9-200- as far as necessary so that there is a gap of dimension -a- between the gearbox console and the gearbox mount.
- Dimension -a- = 60 ... 70 mm.

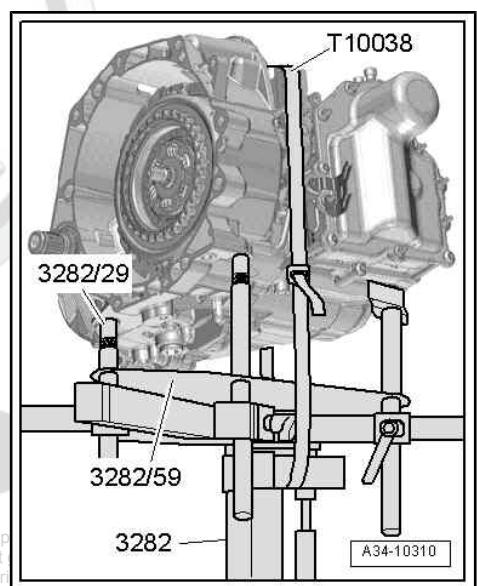


- Screw out screws -arrows- and remove gearbox console.

The gearbox mount - 3282- is placed on the engine/gearbox jack -V.A.G 1383A- or -VAS 6931- and is aligned using the adjusting plate - 3282/59- to remove the gearbox.



- Align arms of the gearbox mount - 3282- with the holes in the adjusting plate - 3282/59- .
- Screw in the mounting elements as shown on adjusting plate - 3282/59- .
- Position the engine / gearbox jack below the vehicle with the gearbox mount - 3282- .
- The arrow symbol on the adjusting plate - 3282/59- points in the direction of travel.
- Align the gearbox mount - 3282- parallel to the gearbox.
- Screw the bolt - 3282/29- into the gearbox.
- Place both remaining mounting elements on the gearbox as shown.
- To do so, place the panel of the drift under the gearbox housing and not under the mechatronics.
- Secure the gearbox with the tensioning strap - T10038- .
- Support the gearbox with engine / gearbox jack from underneath.





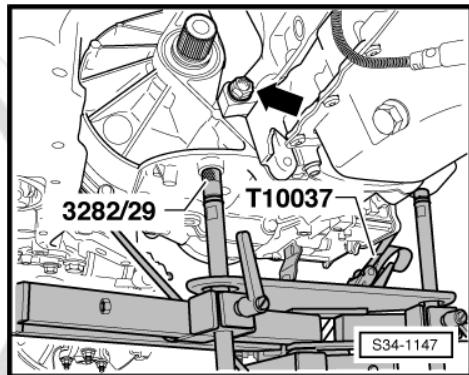
- Unscrew the last connecting screw -arrow- at engine and gearbox.
- Separate the gearbox from the engine and carefully lower it.
- When lowering the gearbox, guide the selector lever control cable out of the cable support.



Caution

Observe all lines and coolant hoses when lowering the gearbox.

Do not bend or buckle selector lever control cable.



Vehicles with flange shafts

- Reinstall the right flange shaft.

Continued for all vehicles

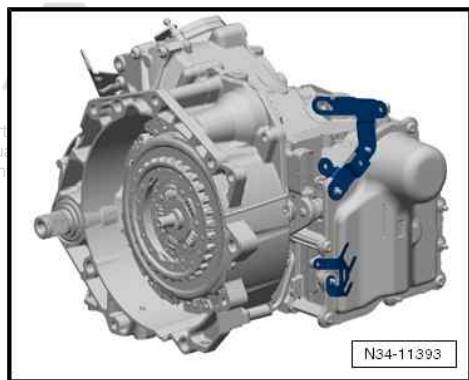
In some cases, the holders are installed at the front of the gearbox.



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If a new gearbox is installed, the holders must be modified to the new gearbox.

Transport the gearbox and secure it to the assembly stand [“4 Transporting the gearbox”, page 183](#).



3.1.3 Removing the gearbox, Fabia II, Roomster

Special tools and workshop equipment required

- ◆ Lifting device - MP9-200 (10-222 A)-
- ◆ Adapter - MP9-200/3 (10-222A/3)-
- ◆ Adapter - MP9-200/18 (10-222A/18)-
- ◆ Extractor - T10037-
- ◆ Hook for MP9-200 and T30099 - MP9-200/10 (10-222A/10)-
- ◆ Unlocking tool -T10236-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/59-
- ◆ Tensioning strap - T10038-
- ◆ Socket - T10107 A-
- ◆ Engine and gearbox jack -V.A.G 1383A- or -VAS 6931-
- ◆ Spring strap clips , e.g. -VAS 6340-
- ◆ Socket insert , e.g. -T10035- or socket insert XZN 14 - T10061-

Observe instructions and safety instructions for automatic gearbox DSG - 0AM.

- ◆ [“2 Safety instructions”, page 2](#)
- ◆ [“3 Repair instructions”, page 4](#)

All cable straps that are detached or cut when removing should be attached again in the same place when installing.

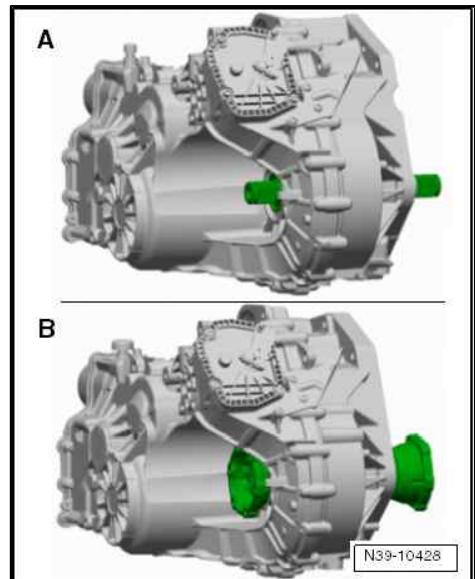
If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

Gearbox with different output shafts:

A - Rigid shafts

B - Flange shafts

- Shift selector lever into position P.
- Do not take out ignition key.
- If present, remove engine cover ⇒ Engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



- With the unlocking tool -T10236- , detach the selector lever cable -2- from the gear shift lever.



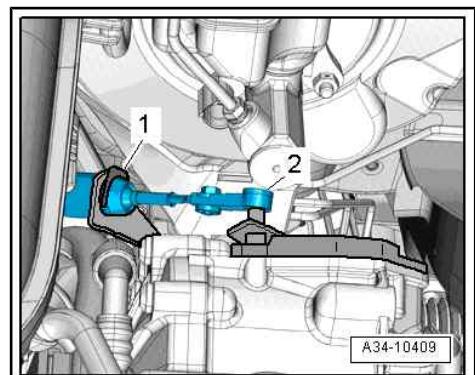
Caution

Risk of damage to the selector lever control cable.

- **Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.**
- **Do not bend or buckle selector lever control cable.**
- **Do not press the selector lever control cable out of the cable support towards the rear.**

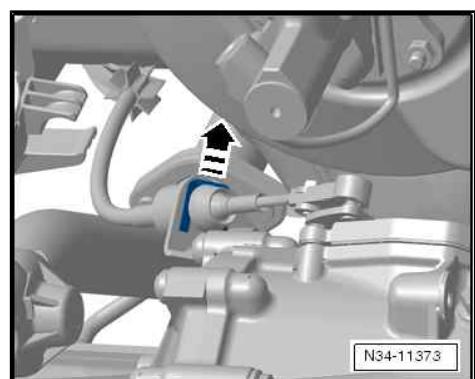
The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.

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- Remove the lock washer -arrow- of the selector lever control cable, the selector lever control cable must be left in the fitting position.
- Remove starter ⇒ Electrical System; Rep. gr. 27 .
- Remove the earth cable from the holding down bolt of the gearbox console.
- Release all the upper connecting screws of the gearbox/engine.

To this end, use if necessary socket insert - T10035- or socket insert - T10061- .





On some engines, one of the screws is located in the assembly opening for the starter -arrow-.

- Unscrew engine/gearbox connecting screw -arrow-.

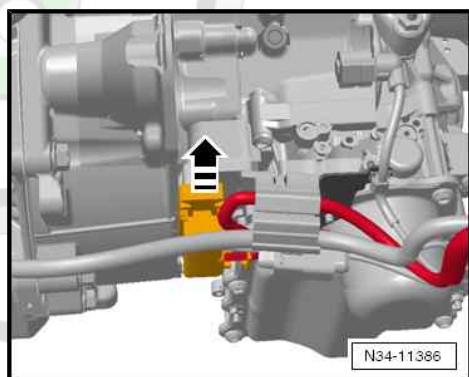


Caution

- ◆ Under no circumstances must the plug contacts in the plug of the gearbox be touched with the hands, because the control unit can be destroyed through static discharge as well as the mechatronics.



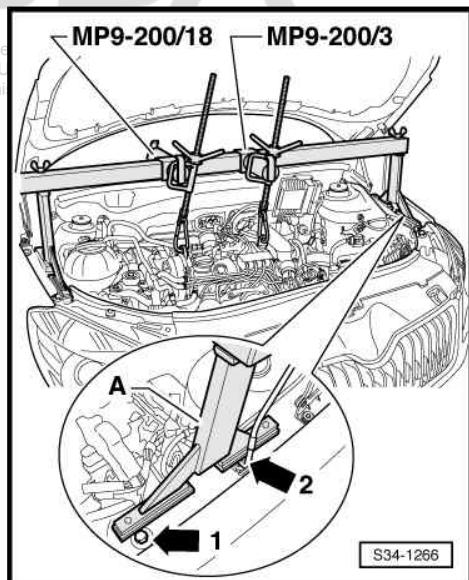
- Grab with the hand (without gloves) at the ground in order to discharge yourself electrostatically.
- Unlock the cap of the plug on the mechatronics by pulling in -direction of arrow- and disconnect the plug.



- Position the supporting device - MP9-200- as shown.

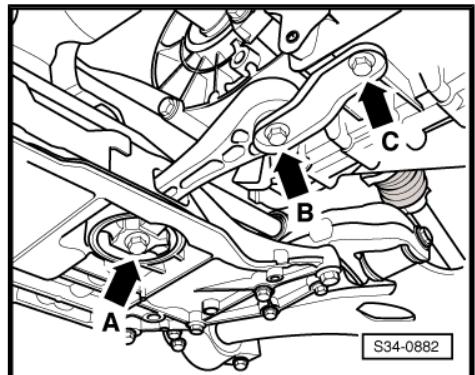
Position the supporting device - MP9-200- so that the supports -A- are located next to screw -arrow 1- and the support for the front flap -arrow 2-.

- If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - MP9-200-, these must now be removed.
- Slightly pre-tension the engine/gearbox unit via spindles (do not raise).
- Loosen the wheel bolts and the drive shaft bolts on front left and front right.
- Raise vehicle.
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .



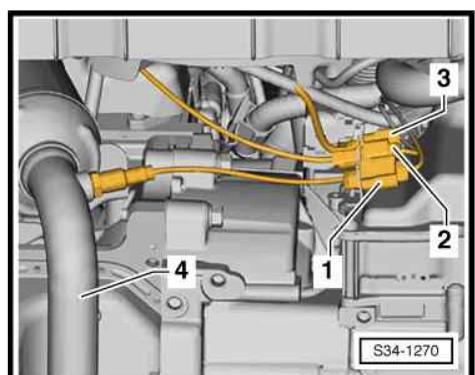
- Unscrew screws -arrow B- and -arrow C- and disconnect the pendulum support from the gearbox.

Vehicles with 1.2 l engines

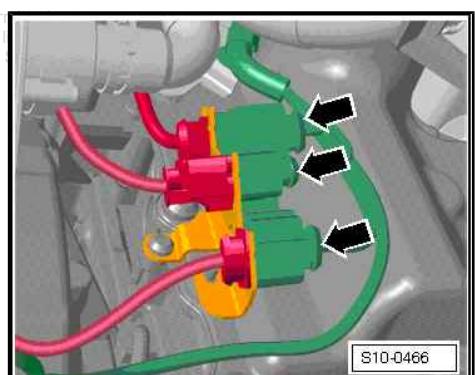


- Unhook the plug connections -1-, -2- and -3- from the bottom bracket at the front of the gearbox and disconnect.
- Remove pre-exhaust pipe with catalytic converter -4- ⇒ Engine; Rep. gr. 26 .

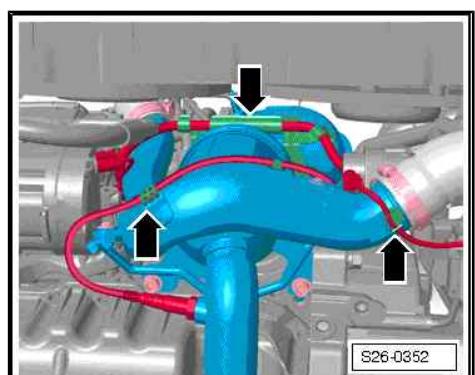
Fabia II vehicles with 1.4/132 kW engines



- Disconnect the two bottom plug connections -arrows- of the lambda probe -G39- and lambda probe after catalytic converter - G130- .



- Disconnect the wiring loom of the generator, of the lambda probe after catalytic converter - G130- and of the lambda probe - G39- from the supports -arrows-.





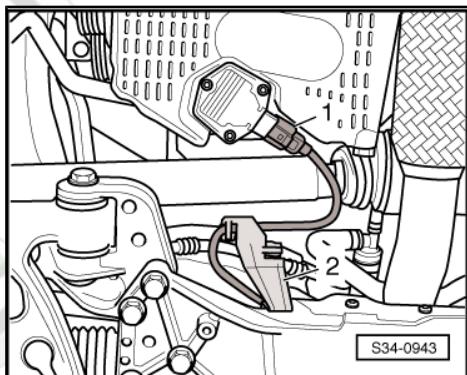
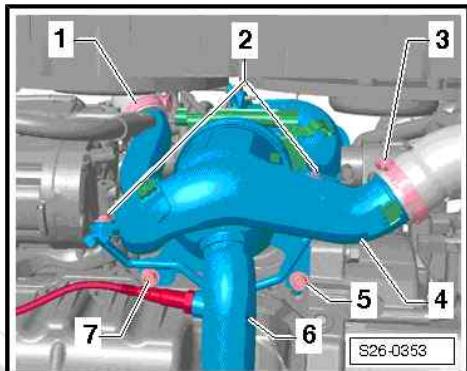
- Release clamps -1- and -3- on the charge air pipe -4-.
- Unscrew screws -2- from bracket for coolant pipe and remove bracket.

The charge air pipe is removed subsequently together with the pre-exhaust pipe.

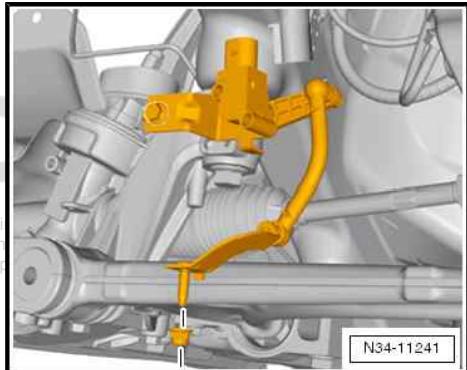
- Unscrew screws -5- and -7- from the bracket of the pre-exhaust pipe.
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .

Continued for all vehicles

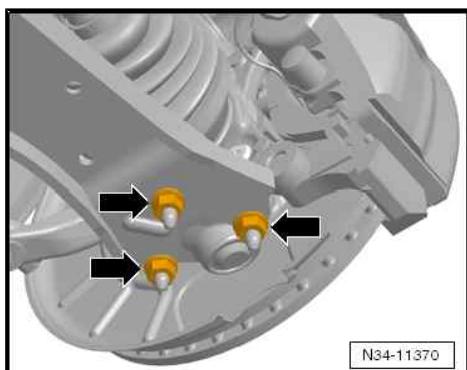
- If present, disconnect the electrical plug connection -1- on the oil level and oil temperature sender - G266- .
- Unclip the wiring loom from the holder -2-.



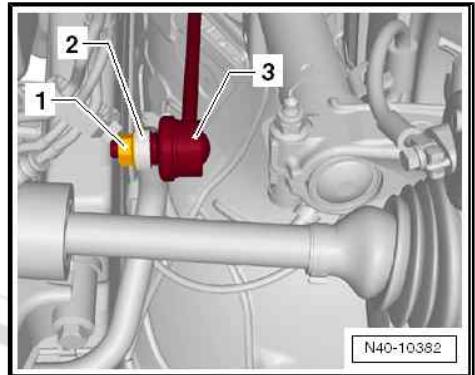
- If present, remove front left vehicle level sensor - G78- .



- Unscrew the nuts -arrows- from the steering joint on the track control arm on both sides.
- Unhook the steering joint from the two track control arms.



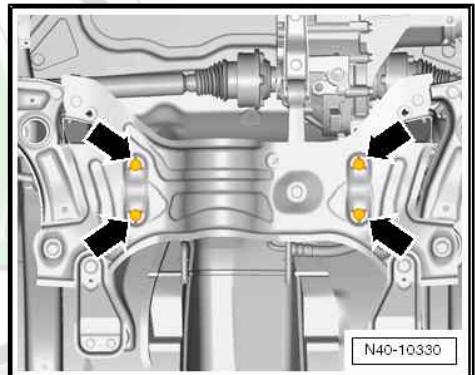
- Unscrew nut -1- from both sides of coupling rod -3-.
- On both sides, remove the coupling rod -3- from the anti-roll bar -2- and press to the rear.



- Release and unscrew screws -arrows- for steering gear from assembly carrier.
- Tie up the steering gear.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove assembly carrier with console without a steering gear ⇒ Suspension; Rep. gr. 40 .

Vehicles with rigid shafts

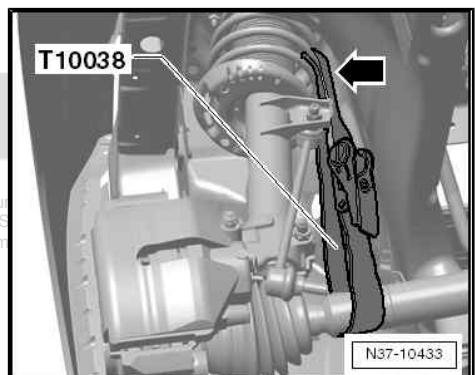
- Press off the left and right rigid drive shafts from the rigid shafts of the gearbox, e.g. with wedge - T10161- or tyre iron ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shafts as far as possible. Avoid damaging the paintwork of the drive shafts during this operation.



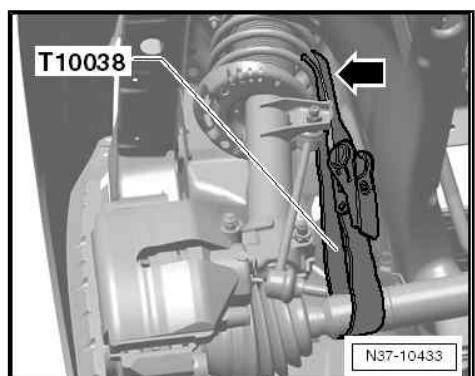
Vehicles with flange shafts

- Remove drive shafts from flange shafts ⇒ Chassis; Rep. gr. 40 .

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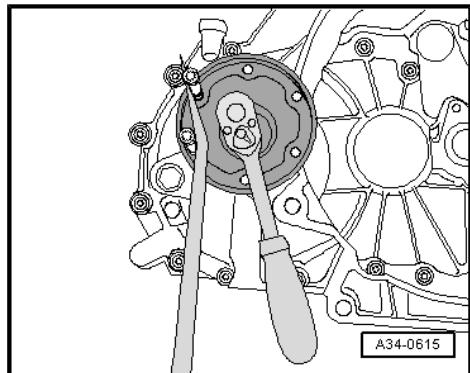


- Tie up the drive shafts as far as possible. Avoid damaging the paintwork of the drive shafts during this operation.



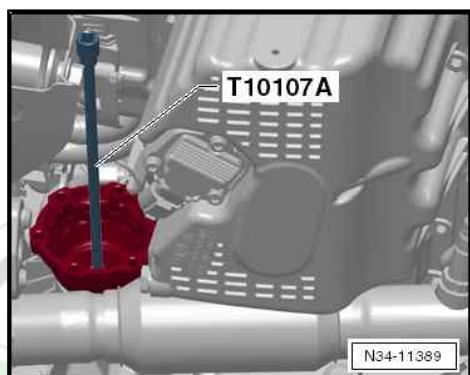


- Insert 2 screws in the flange and counterhold the flange shaft using a tyre iron.

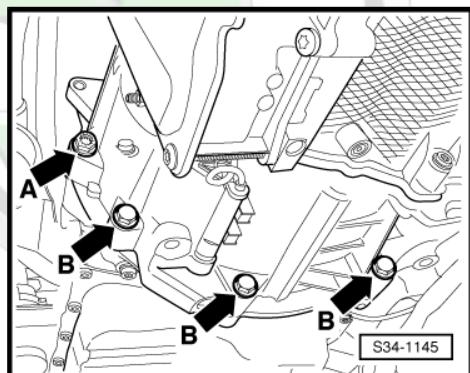


- Remove the right flange shaft with the pressure spring from the gearbox with the socket insert - T10107 A- .
- Seal the gearbox with suitable screw plugs.

Continued for all vehicles



- Unscrew bottom connecting screws -arrow°A- and -arrow°B- from engine/gearbox.

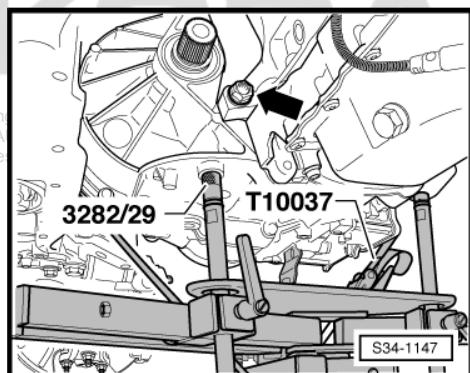


Do not undo screw -arrow- yet on the engine side in the vicinity of the right rigid shaft or right flange shaft.

On diesel engines, this screw is underneath the shaft, on petrol engines, above it.

Vehicles with radiator fan control unit - J293-

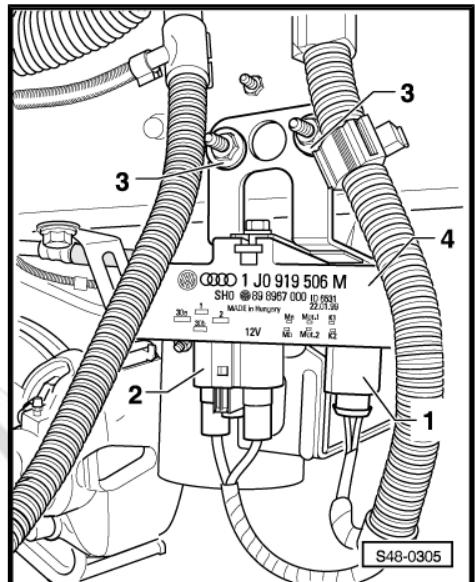
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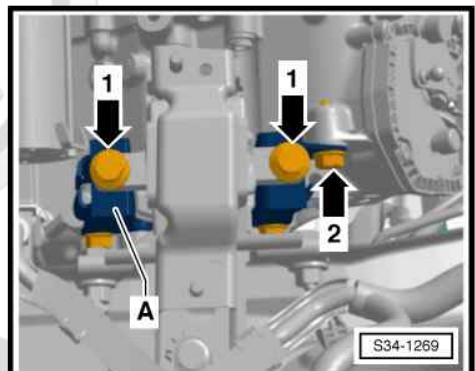
- Unscrew the nuts -3- from the left frame side rail and tie up the radiator fan control unit - J293- -4-.

Do not disconnect the plugs -1- and -2-.

Continued for all vehicles

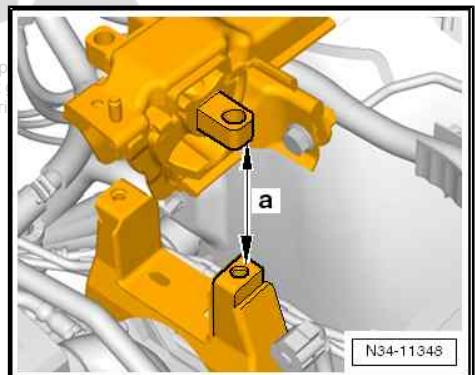


- Unscrew the fixing screws -arrows 1- for the gearbox mount at the console -A-.
- Screw out the rear fixing screw -arrow 2- for the console -A- at the gearbox.



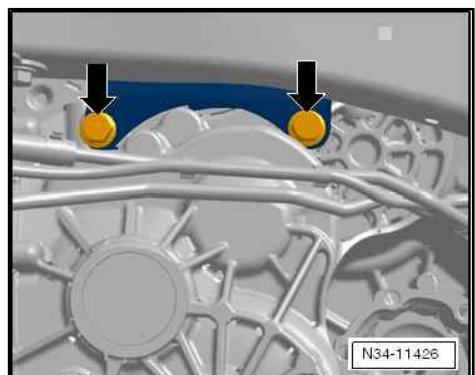
- Lower the engine/gearbox assembly via the spindles to the dimension -a- by approx. 85 mm.

- The engine/gearbox assembly must be lowered so that the fixing screws of the console/gearbox are loosened and can be unscrewed (following figure).



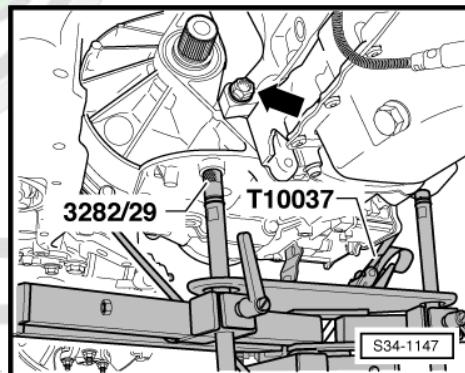
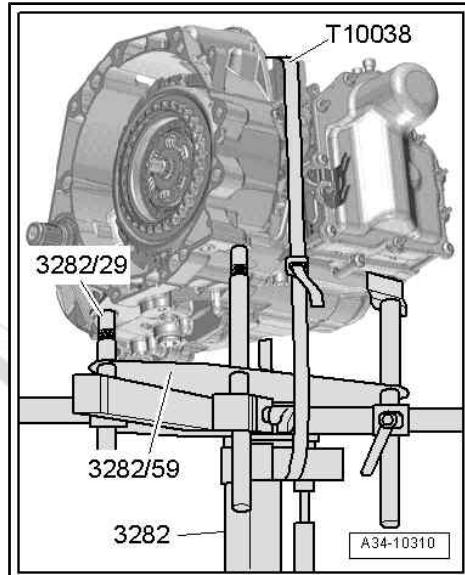
- Unscrew the fixing screws -arrows- for the console on the gearbox.
- Remove the gearbox console.

The gearbox mount - 3282- is placed on the engine/gearbox jack -V.A.G 1383A- or -VAS 6931- and is aligned using the adjusting plate - 3282/59- to remove the gearbox.





- Align arms of the gearbox mount - 3282- with the holes in the adjusting plate - 3282/59- .
- Screw in the mounting elements as shown on adjusting plate - 3282/59- .
- Position the engine / gearbox jack below the vehicle with the gearbox mount - 3282- .
- The arrow symbol on the adjusting plate - 3282/59- points in the direction of travel.
- Align the gearbox mount - 3282- parallel to the gearbox.
- Screw the bolt - 3282/29- into the gearbox.
- Place both remaining mounting elements on the gearbox as shown.
 - To do so, place the panel of the drift under the gearbox housing and not under the mechatronics.
- Secure the gearbox with the tensioning strap - T10038- .
- Support the gearbox with engine / gearbox jack from underneath.
- Unscrew the last connecting screw -arrow- at engine and gearbox.
- Separate the gearbox from the engine and carefully lower it.
- When lowering the gearbox, guide the selector lever control cable out of the cable support.



Caution

Observe all lines and coolant hoses when lowering the gearbox.

Do not bend or buckle selector lever control cable.

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Vehicles with flange shafts

- Reinstall the right flange shaft.

Continued for all vehicles

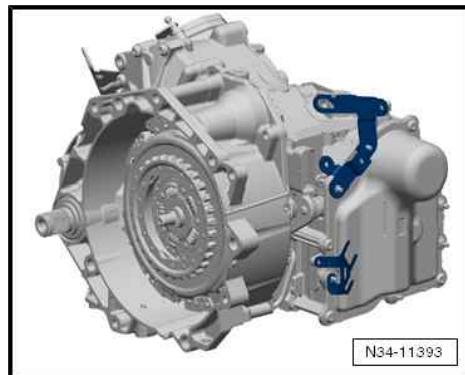
In some cases, the holders are installed at the front of the gearbox.



Note

If a new gearbox is installed, the holders must be modified to the new gearbox.

Transport the gearbox and secure it to the assembly stand [“4 Transporting the gearbox”, page 183](#).



3.1.4 Removing gearbox, Rapid

Special tools and workshop equipment required

- ◆ Lifting device - T30099-
- ◆ Thrust plate - T30099/1-

- ◆ Extractor - T10037-
- ◆ Hook for MP9-200 and T30099 - MP9-200/10 (10-222A/10)-
- ◆ Unlocking tool -T10236-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/59-
- ◆ Tensioning strap - T10038-
- ◆ Socket - T10107 A-
- ◆ Engine and gearbox jack -V.A.G 1383A- or -VAS 6931-
- ◆ Spring strap clips , e.g. -VAS 6340-
- ◆ Socket insert , e.g. -T10035- or socket insert XZN 14 - T10061-

Observe instructions and safety instructions for automatic gearbox DSG - 0AM.

- ◆ [⇒ "2 Safety instructions", page 2](#)
- ◆ [⇒ "3 Repair instructions", page 4](#)

All cable straps that are detached or cut when removing should be attached again in the same place when installing.

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

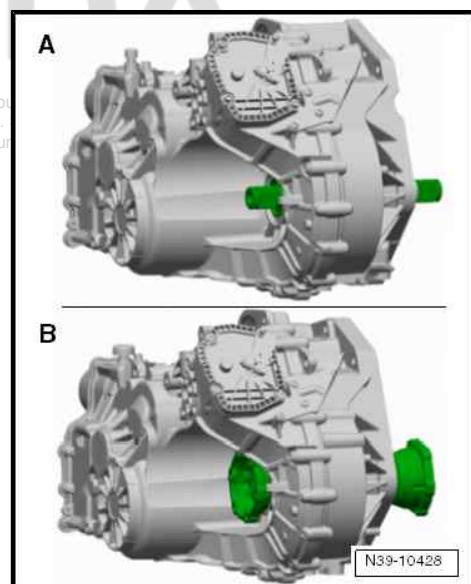
Gearbox with different output shafts:

A - Rigid shafts

B - Flange shafts

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- Shift selector lever into position P.
- Do not take out ignition key.
- If present, remove engine cover ⇒ Engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



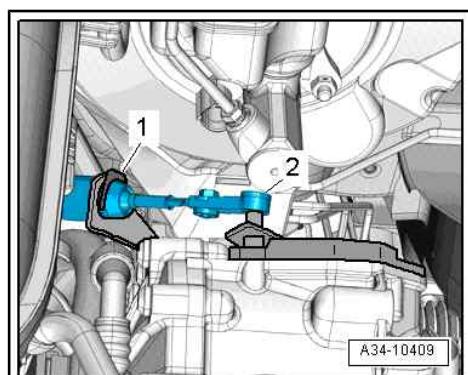
- With the unlocking tool -T10236- , detach the selector lever cable -2- from the gear shift lever.



Caution

Risk of damage to the selector lever control cable.

- ***Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.***
- ***Do not bend or buckle selector lever control cable.***
- ***Do not press the selector lever control cable out of the cable support towards the rear.***

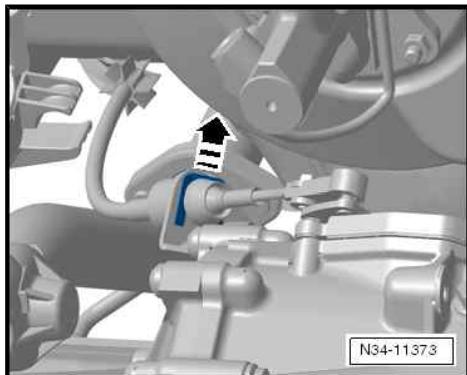




The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.

- Remove the lock washer -arrow- of the selector lever control cable, the selector lever control cable must be left in the fitting position.
- Remove starter ⇒ Electrical System; Rep. gr. 27 .
- Remove the earth cable from the holding down bolt of the gearbox console.
- Release all the upper connecting screws of the gearbox/engine.

To this end, use if necessary socket insert - T10035- or socket insert - T10061- .



On some engines, one of the screws is located in the assembly opening for the starter -arrow-.

- Unscrew engine/gearbox connecting screw -arrow-.

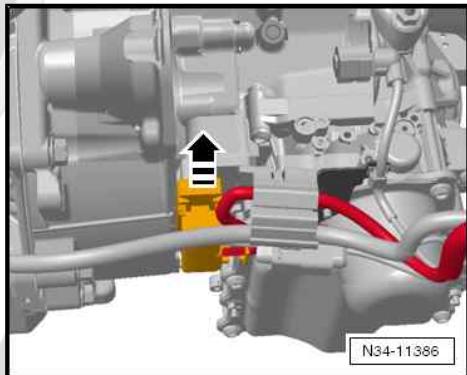


Caution

◆ **Under no circumstances must the plug contacts in the plug of the gearbox be touched with the hands, because the control unit can be destroyed through static discharge as well as the mechatronics.**



- Grab with the hand (without gloves) at the ground in order to discharge yourself electrostatically.
- Unlock the cap of the plug on the mechatronics by pulling in -direction of arrow- and disconnect the plug.
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 50 .

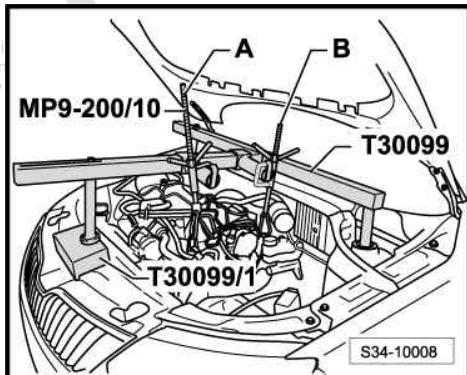


- Position supporting device - T30099- with base - T30099/1- .

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Support supporting device -T30099/1- with base - T30099- and lock carrier.

- Position original spindle -A- on adapter - MP9-200/3- and hook it into the front engine lifting eye.

In order for the spindle -B- of the supporting device - MP9-200- not to touch the front flap, it must be shortened to the dimension -x- (100 mm).



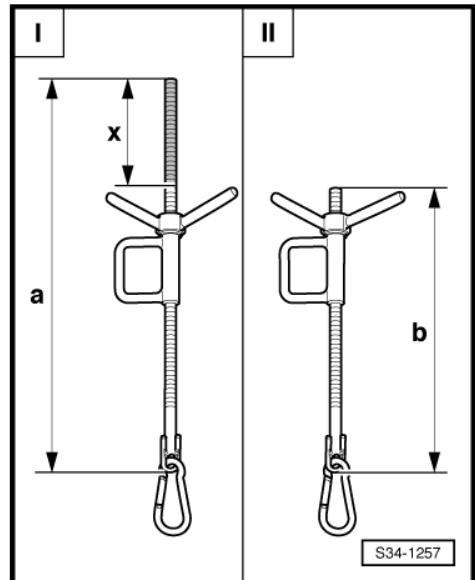
Reduce length of support bracket hook - MP9-200/10- by 100 mm.

I - Original spindle MP9-200/10 (10-222A/10)

- ◆ Dimension -a- = 442 mm
- ◆ Dimension -x- = 100 mm

II - shortened hook for MP9-200 / 10

- ◆ Dimension -b- = 342 mm
- Position the shortened spindle -B- on the rear adapter - MP9-200/3- .

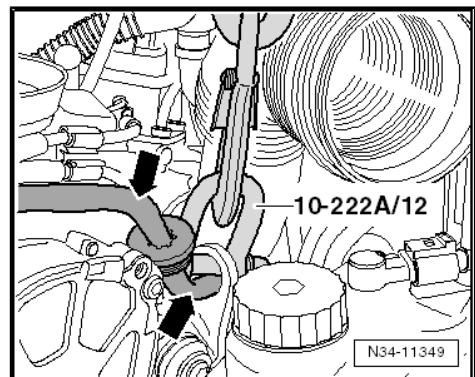


- Unclip the rubber grommet and hook the shackle - 10-222 A/12- into the rear engine lifting eye.

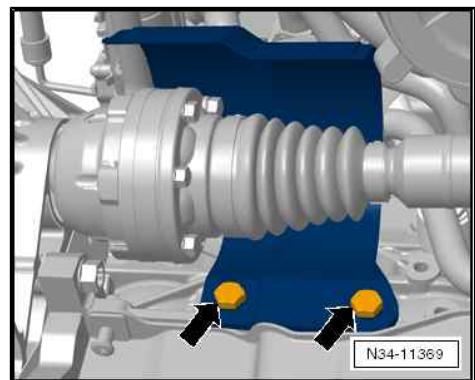


Caution

The vacuum hose must move freely in the lifting eye -arrows-. It must not be damaged.



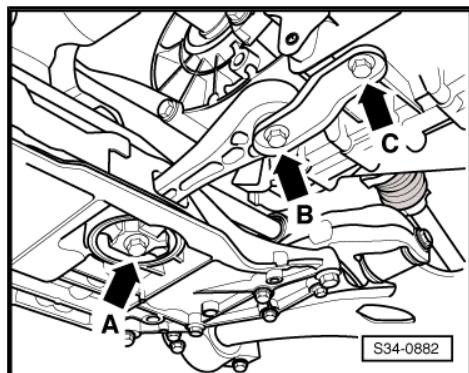
- Then hook the shackle - 10-222 A/12- into the shortened spindle [⇒ page 171](#).
- Slightly pre-tension the engine/gearbox unit via spindles (do not raise).
- Loosen the wheel bolts and the drive shaft bolts on front left and front right.
- Raise vehicle.
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Remove the charge air hose from the bottom left charge air cooler and the charge air pipe ⇒ Engine; Rep. gr. 21 .
- Remove the protective cap for right drive shaft from the engine -arrows-.



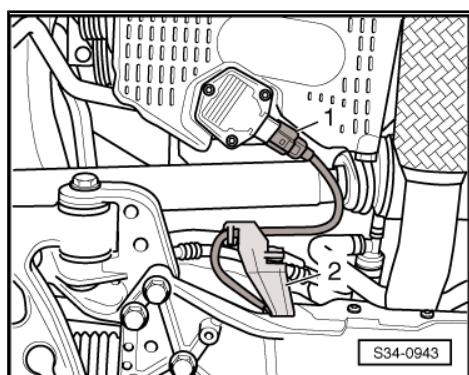
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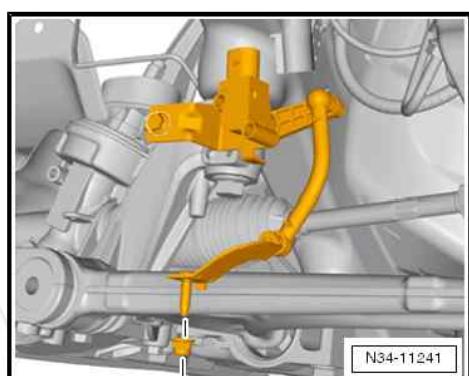
- Unscrew screws -arrow B- and -arrow C- and disconnect the pendulum support from the gearbox.
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



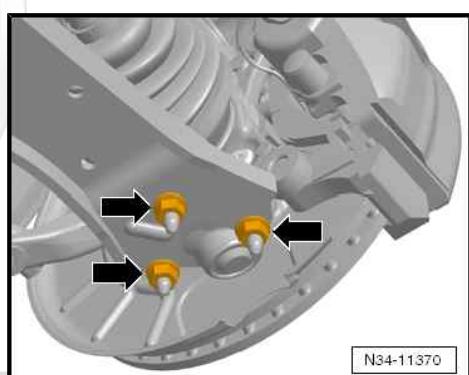
- If present, disconnect the electrical plug connection -1- on the oil level and oil temperature sender - G266- .
- Unclip the wiring loom from the holder -2-.



- If present, remove front left vehicle level sensor - G78- .

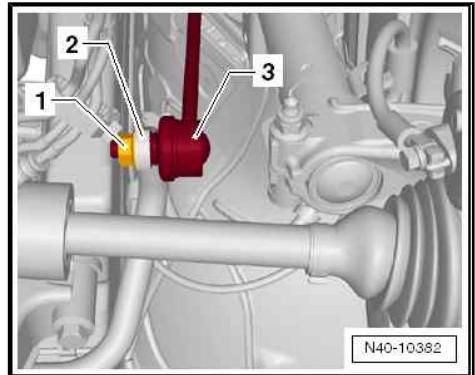


- Unscrew the nuts -arrows- from the steering joint on the track control arm on both sides.
- Unhook the steering joint from the two track control arms.



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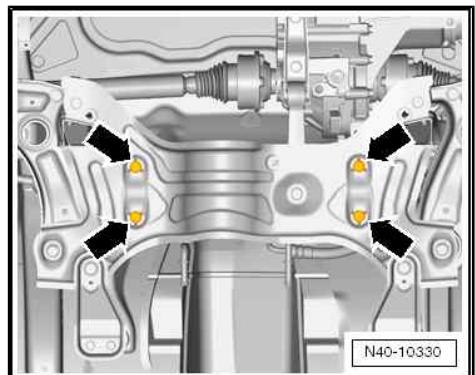
- Unscrew nut -1- from both sides of coupling rod -3-.
- On both sides, remove the coupling rod -3- from the anti-roll bar -2- and press to the rear.



- Release and unscrew screws -arrows- for steering gear from assembly carrier.
- Tie up the steering gear.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove assembly carrier with console without a steering gear ⇒ Suspension; Rep. gr. 40 .

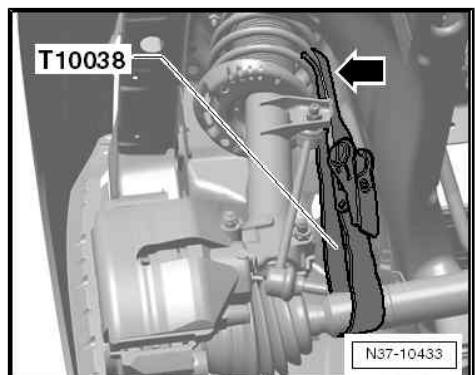
Vehicles with rigid shafts

- Press off the left and right rigid drive shafts from the rigid shafts of the gearbox, e.g. with wedge - T10161- or tyre iron ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shafts as far as possible. Avoid damaging the paintwork of the drive shafts during this operation.

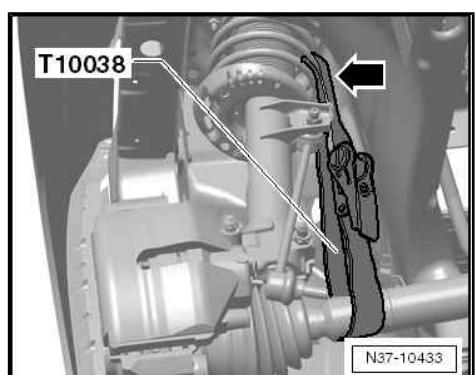


Vehicles with flange shafts

- Remove drive shafts from flange shafts ⇒ Chassis; Rep. gr. 40 .



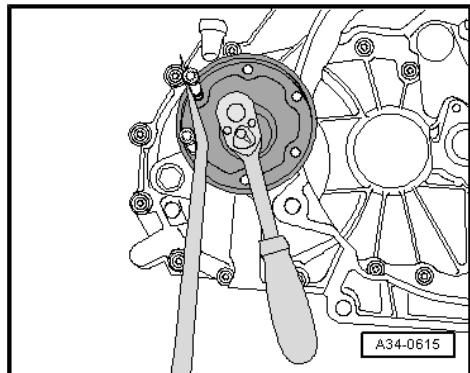
- Tie up the drive shafts as far as possible. Avoid damaging the paintwork of the drive shafts during this operation.




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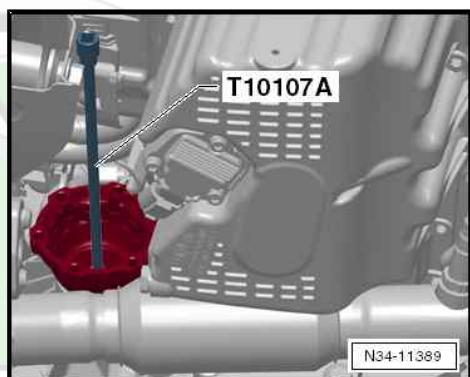


- Insert 2 screws in the flange and counterhold the flange shaft using a tyre iron.

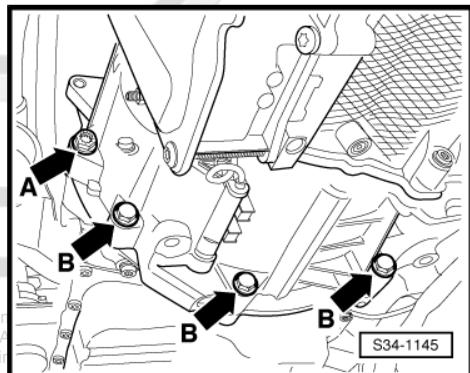


- Remove the right flange shaft with the pressure spring from the gearbox with the socket insert - T10107 A- .
- Seal the gearbox with suitable screw plugs.

Continued for all vehicles



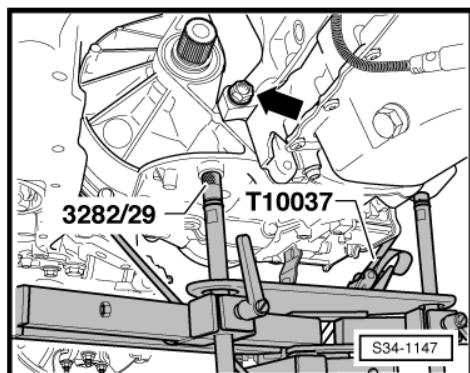
- Unscrew bottom connecting screws -arrow°A- and -arrow°B- from engine/gearbox.



Do not undo screw -arrow- yet on the engine side in the vicinity of the right rigid shaft or right flange shaft.

On diesel engines, this screw is underneath the shaft, on petrol engines, above it.

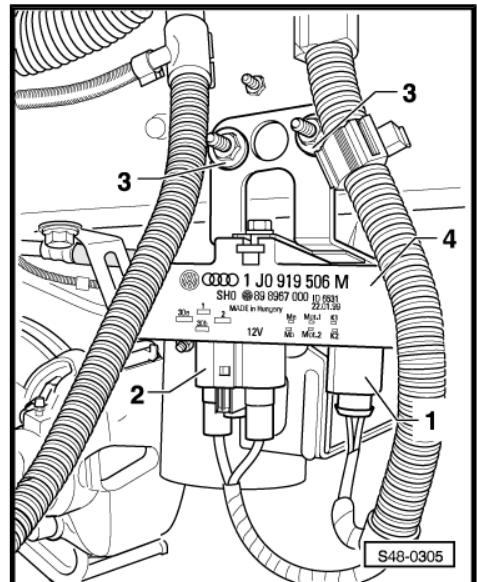
Vehicles with radiator fan control unit - J293-



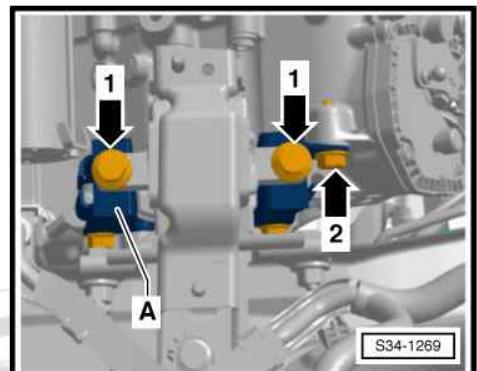
- Unscrew the nuts -3- from the left frame side rail and tie up the radiator fan control unit - J293- -4-.

Do not disconnect the plugs -1- and -2-.

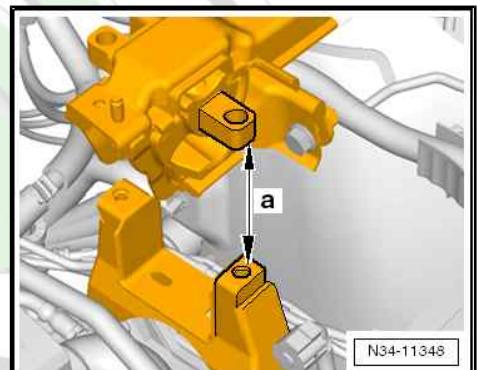
Continued for all vehicles



- Unscrew the fixing screws -arrows 1- for the gearbox mount at the console -A-.
- Screw out the rear fixing screw -arrow 2- for the console -A- at the gearbox.



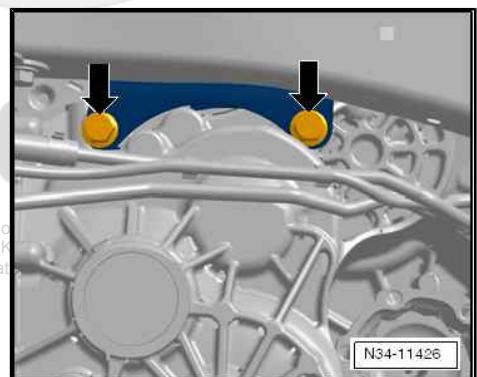
- Lower the engine/gearbox assembly via the spindles to the dimension -a- by approx. 85 mm.
- The engine/gearbox assembly must be lowered so that the fixing screws of the console/gearbox are loosened and can be unscrewed (following figure).



- Unscrew the fixing screws -arrows- for the console on the gearbox.
- Remove the gearbox console.

The gearbox mount - 3282- is placed on the engine/gearbox jack -V.A.G 1383A- or -VAS 6931- and is aligned using the adjusting plate - 3282/59- to remove the gearbox.

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- Align arms of the gearbox mount - 3282- with the holes in the adjusting plate - 3282/59- .
- Screw in the mounting elements as shown on adjusting plate - 3282/59- .
- Position the engine / gearbox jack below the vehicle with the gearbox mount - 3282- .
- The arrow symbol on the adjusting plate - 3282/59- points in the direction of travel.
- Align the gearbox mount - 3282- parallel to the gearbox.
- Screw the bolt - 3282/29- into the gearbox.
- Place both remaining mounting elements on the gearbox as shown.
 - To do so, place the panel of the drift under the gearbox housing and not under the mechatronics.
- Secure the gearbox with the tensioning strap - T10038- .
- Support the gearbox with engine / gearbox jack from underneath.
- Unscrew the last connecting screw -arrow- at engine and gearbox.
- Separate the gearbox from the engine and carefully lower it.
- When lowering the gearbox, guide the selector lever control cable out of the cable support.

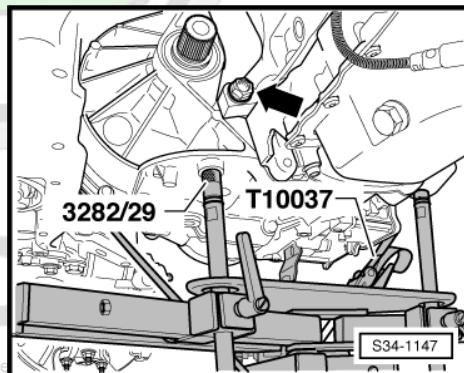
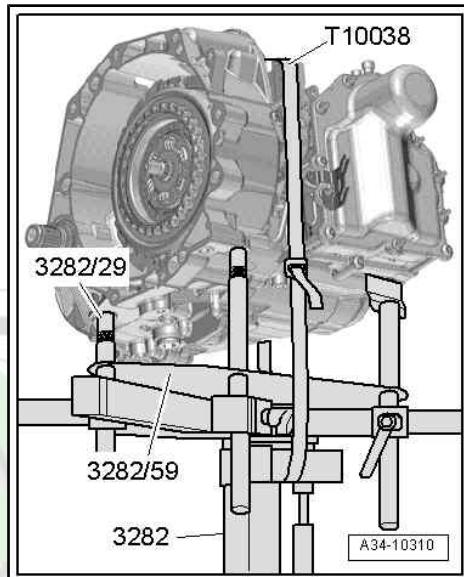


Caution

Observe all lines and coolant hoses when lowering the gearbox.

Do not bend or buckle selector lever control cable.

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Vehicles with flange shafts

- Reinstall the right flange shaft.

Continued for all vehicles

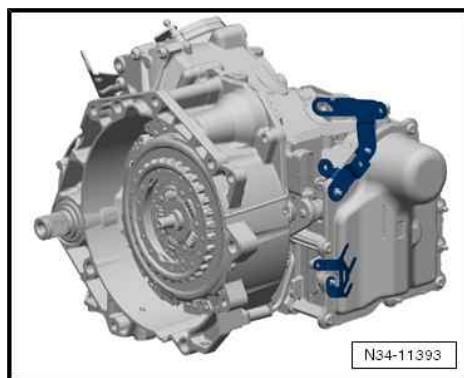
In some cases, the holders are installed at the front of the gearbox.



Note

If a new gearbox is installed, the holders must be modified to the new gearbox.

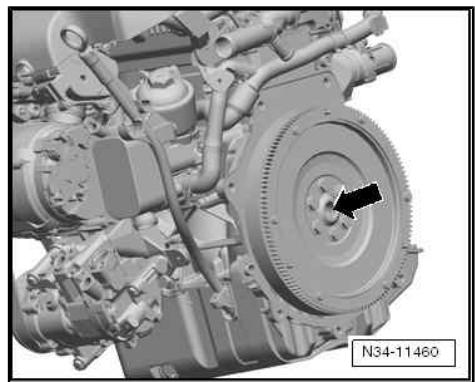
Transport the gearbox and secure it to the assembly stand [“4 Transporting the gearbox”, page 183](#).



3.2 Installing the gearbox

Installation is carried out in reverse order of removal. When installing, note the following:

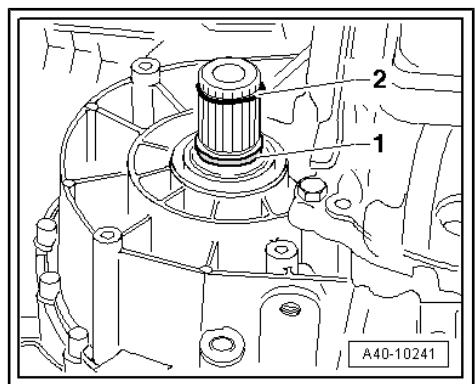
- ◆ Replace the self-locking nuts and screws when undertaking assembly work.
- ◆ Replace screws which have been tightened to a torquing angle as well as sealing rings and seals.
- ◆ Secure all hose connections with hose clamps which comply with the series design ⇒ Electronic Catalogue of Original Parts .
- ◆ All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- ◆ The lock washer of the selector lever control cable must always be replaced ⇒ Electronic Catalogue of Original Parts .
- ◆ Replace the needle bearing -arrow- in the crankshaft ⇒ Engine; Rep. gr. 13 .
- ◆ Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert if necessary.
- ◆ If the gearbox is inserted, ensure the intermediate plate between the engine and gearbox is correctly installed.



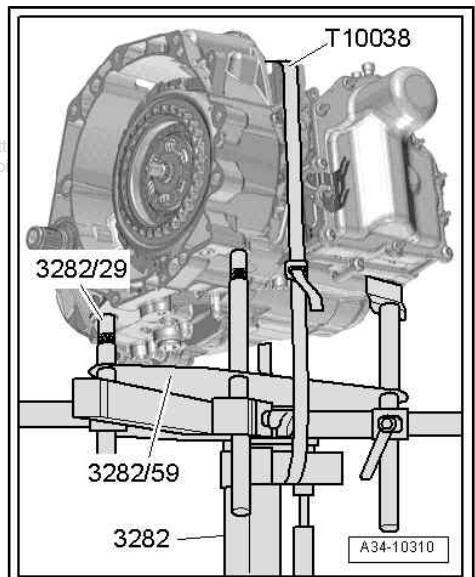
Vehicles with rigid shafts

- Replace O-Rings -1- and circlips -2- to rigid shafts when a new gearbox is to be fitted.

Continued for all vehicles



- Carefully raise gearbox with the engine/gearbox jack - V.A.G 1383 A- and put in its installation position using the spindles of the gearbox mount - 3282- .
- Carefully insert the selector lever control cable in the cable support when raising the gearbox. Commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability for any unauthorised use.
- Do not bend or buckle selector lever control cable.
- Observe all lines and coolant hoses when raising the gearbox.
- Adjust the gearbox mount - 3282- via the spindles in such a way that the engine and the gearbox are aligned.
- Position the gearbox carefully onto the engine until the gearbox flange touches the entire scope of the engine flange, turn the crankshaft where necessary.
- Screw on gearbox to the engine ⇒ ["3.3 Specified torques", page 180](#) .



Vehicles Octavia II, Superb II and Yeti

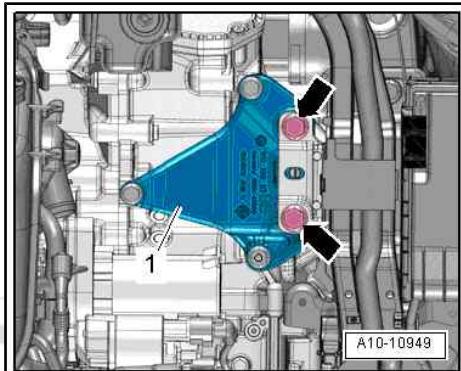


- Insert the gearbox console -1- between the gearbox and the supporting arm of the gearbox mount.
- Screw the gearbox console -1- with new screws to the gearbox.
- Lift up the gearbox via the spindles of the supporting device - MP9-200 (10-222 A)- to the supporting arm of the gearbox mount.



Caution

Before screwing in the screws -arrows- the gearbox console must be absolutely parallel to the supporting arm of the gearbox mount, otherwise the thread is damaged.



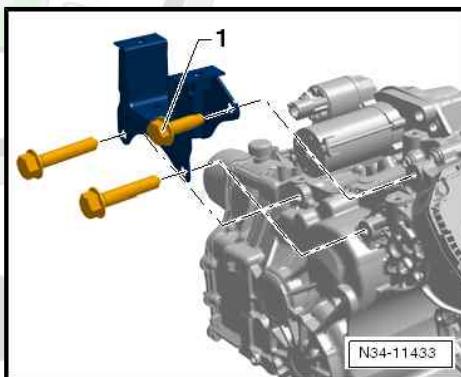
- Screw new screws -arrows- by hand initially and then tighten to the specified tightening torque [⇒ “3.3 Specified torques”, page 180](#).

For vehicles Fabia II, Roomster and Rapid NH

- Install the console at the gearbox with the fixing screws -1-.
- Raise the engine/gearbox assembly via spindles, align it in the installation position, and install with new screws for the gearbox mount.

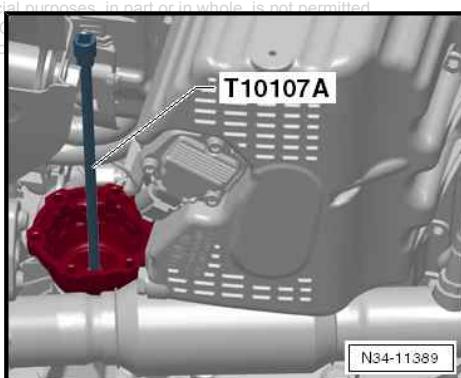
Continued for all vehicles

- Remove the gearbox mount - 3282- from the gearbox.

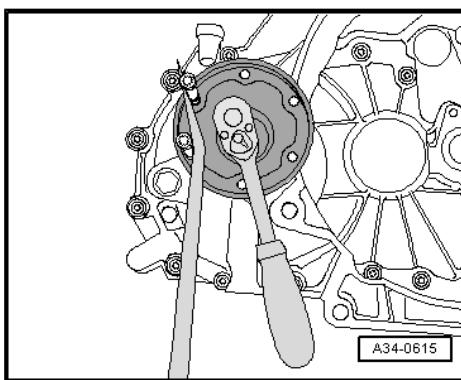


- Fit flange shaft on gearbox .

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- When tightening the screw, press the flange shaft into the gearbox against the spring force so that the screw locks into the threaded element of the differential gear.
- To tighten the screw for the flange shaft, insert 2 bolts into the flange and counter the flange shaft with a assembly lever.



Continued for all vehicles

- Install the left drive shaft and the right drive shaft ⇒ Chassis; Rep. gr. 40 .

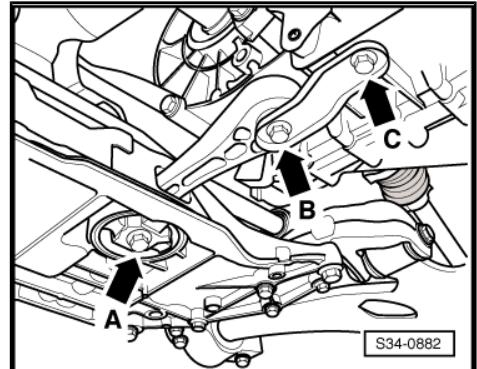
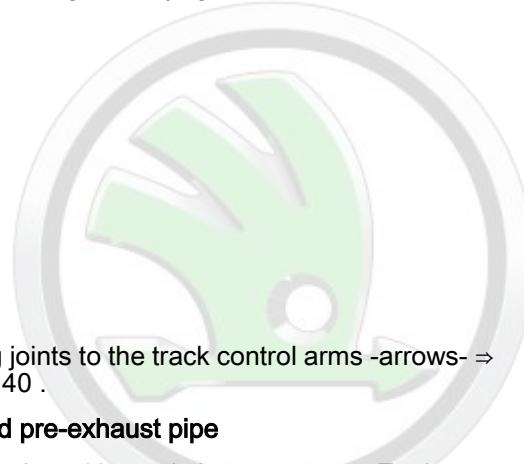
For vehicles Fabia II, Roomster and Rapid NH

- Install the assembly carrier ⇒ Chassis; Rep. gr. 40 .

- Screw the steering gear to the assembly carrier ⇒ Chassis; Rep. gr. 48 .

Continued for all vehicles

- Install the pendulum support with new screws -arrows B, and C- ⇒ Engine; Rep. gr. 10 .

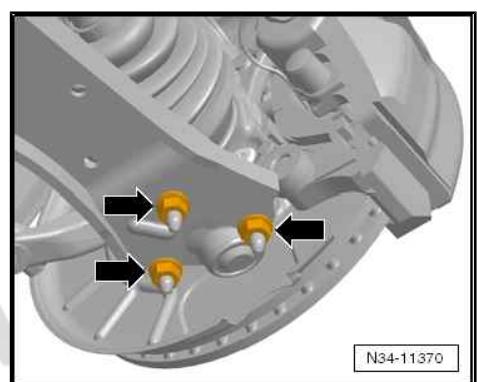


- Screw the steering joints to the track control arms -arrows- ⇒ Chassis; Rep. gr. 40 .

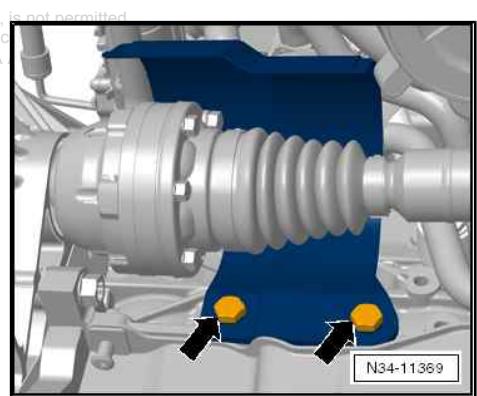
Vehicles with removed pre-exhaust pipe

- Install pre-exhaust pipe with catalytic converter ⇒ Engine; Rep. gr. 26 .
- Install charge air pipe (if available) ⇒ Engine; Rep. gr. 21 .

Continued for all vehicles



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- Install protective cap for right drive shaft on the engine (if available). To do so tighten the screws -arrows-.
 - Install the charge air hose at bottom left between the charge air cooler and the charge air pipe ⇒ Engine; Rep. gr. 21 .
 - Install the bracket for the pre-exhaust pipe to the assembly carrier and install the exhaust system free of stress ⇒ Engine; Rep. gr. 26 .
 - The supporting device - MP9-200- , where necessary, remove supporting device - T30099- .

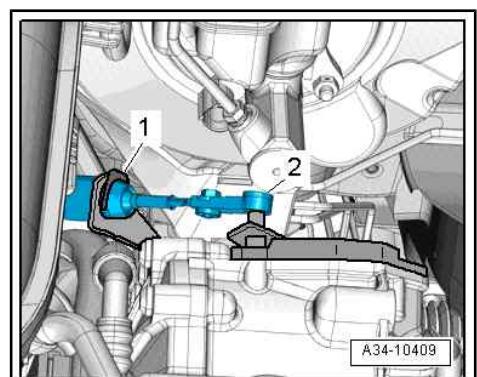


Vehicles Octavia II, Yeti and Rapid NH

- Install the cooling water tank cover ⇒ Body Work; Rep. gr. 50

Continued for all vehicles

- Carefully press the selector lever control cable -2- onto the gearshift lever and secure in the cable support with a new lock washer -1-.
- Inspect setting of selector lever control cable and adjust if necessary ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 108](#) .
- Install the starter engine ⇒ Electrical System; Rep. gr. 27 .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Install the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .





- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install front wheel ⇒ Chassis; Rep. gr. 44 .
- If present, install the front left vehicle level sensor - G78- .
- Check the headlight beams setting ⇒ Electrical System; Rep. gr. 94 .

Perform the **basic setting** after the gearbox has been fitted with the ⇒ Vehicle diagnostic tester.

Tightening torques - summaries of components

- ◆ Gearbox to engine ⇒ “3.3 Specified torques”, page 180
- ◆ Gearbox console to gearbox ⇒ “3.3 Specified torques”, page 180
- ◆ Cable support to gearbox ⇒ “2.1 Summary of components - Gearshift mechanism”, page 98
- ◆ Flange shaft to gearbox ⇒ “1.1 Summary of components - gasket rings and output shafts”, page 195

Component	Nm
Protective cap for drive shaft on engine	35

3.3 Specified torques

⇒ “3.3.1 Tightening torques - attaching gearbox to engine”, page 180

⇒ “3.3.2 Tightening torques - gearbox bearings”, page 181

3.3.1 Tightening torques - attaching gearbox to engine

1.6 l/77 kW TDI CR+; 1.8 l/118 kW TFSI on Octavia II vehicles

1.6 l/77 kW TDI CR+; 1.8 l/112;118 kW TFSI on Superb II vehicles

1.6 l/77 kW TDI CR+ on Yeti vehicles

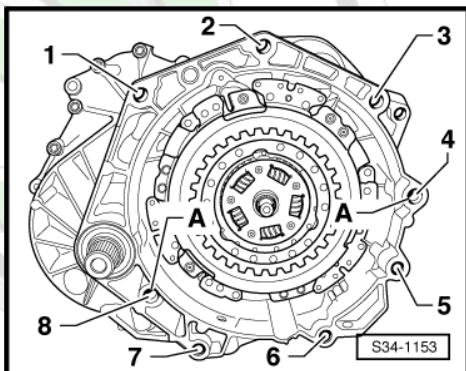
1.6 l/66 kW TDI CR on Rapid NH vehicles

1.5 l/77 kW and 1.5 l/81 kW TDI CR on Rapid India vehicles

Pos.	Screw	Nm
1 - 3	M12 x 55	80
2 ¹⁾	M12 x 155	80
4	M12 x 65	80
5, 6, 7	M10 x 55	40
8 ²⁾	M12 x 65	80
A	Dowel sleeves for centering	

¹⁾ At the same time, fasten the starter.

²⁾ Screwed in from the engine side.



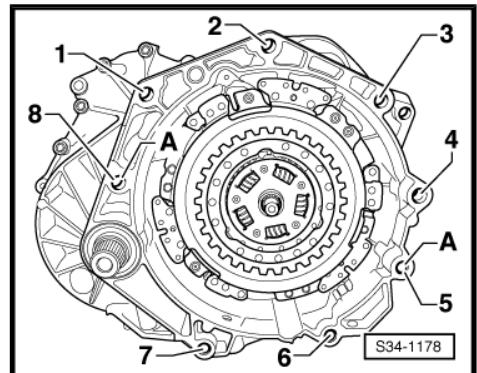
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1.4 I/90 kW TSI on Yeti and Rapid NH vehicles

Pos.	Screw	Nm
1 - 2	M12 x 55	80
3 ¹⁾	M12 x 35	80
4 - 5	M12 x 65	80
6, 7 ²⁾	M10 x 55	40
8 ²⁾	M12 x 65	80
A	Dowel sleeves for centering	

1) Screw is located in the opening of the housing for the starter.

2) Screwed in from the engine side.



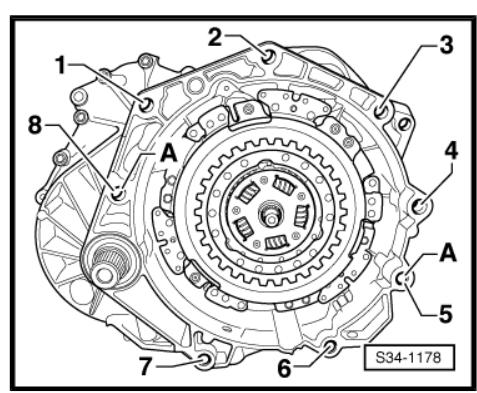
1.2 I/77 kW TSI on Octavia II, Fabia II, Roomster and Yeti vehicles

Pos.	Screw	Nm
1	M12 x 65	80
2	M12 x 65	80
3 ¹⁾	M12 x 50	80
4	M12 x 65	80
5	M12 x 65	80
6 ²⁾ 3)	M10 x 25	40
7 ²⁾ 3)	M10 x 25	40
8 ²⁾	M12 x 65	80
A	Dowel sleeves for centering	

1) Screw is located in the opening of the housing for the starter.

2) Screwed in from the engine side.

3) Cover plate for flywheel to gearbox.



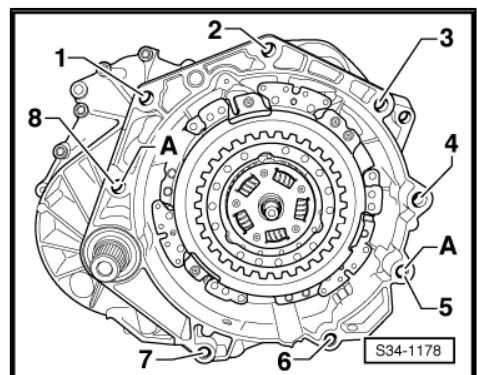
1.4 I/90 kW TSI on Octavia II vehicles

1.4 I/132 kW TSI on Fabia II vehicles

Pos.	Screw	Nm
1	M12 x 55	80
2	M12 x 55	80
3 ¹⁾	M12 x 35	80
4	M12 x 65	80
5	M12 x 65	80
6 ²⁾	M10 x 50	40
7 ²⁾	M10 x 50	40
8 ²⁾	M12 x 65	80
A	Dowel sleeves for centering	

1) Screw is located in the opening of the housing for the starter.

2) Screwed in from the engine side.



3.3.2 Tightening torques - gearbox bearings

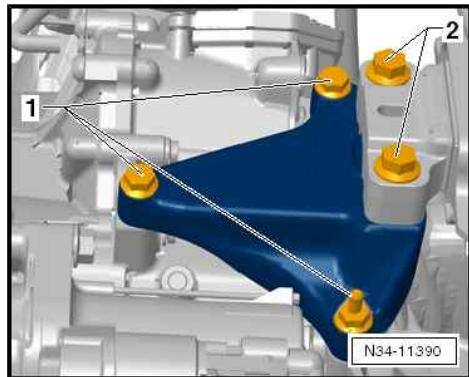


Fabia II 2007 > , Fabia II 2009 > , Fabia II 2011 > , Octavia II 2004 > ...

Gearbox 0AM-DSG - Edition 08.2018

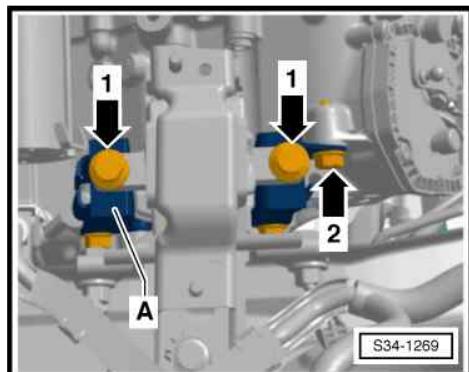
Octavia II, Superb II, Yeti vehicles

- 1 - Screw -1- tightening torque 40 Nm + 90°
- 2 - Screw -2- tightening torque 60 Nm + 90°
- Replace screws -1- and -2- after disassembly



Fabia II, Roomster, Rapid India, Rapid NH vehicles

- 1 - Screws -arrow 1- (2 pieces) tightening torque 40 Nm + 90°
- 2 - Screw -arrow 2- (3 pieces) tightening torque 40 Nm + 90°
- Replace screws -1- and -2- after disassembly



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4 Transporting the gearbox

Special tools and workshop equipment required

- ◆ Ring bolt - 3368- (2 pieces)
- ◆ Shackle - 10-222 A/12-



Caution

There is a risk of damage to the mechatronics for double clutch gearbox - J743-.

An insufficient amount of hydraulic oil and overfilling affect the function of the mechatronics, this can lead to malfunctions.

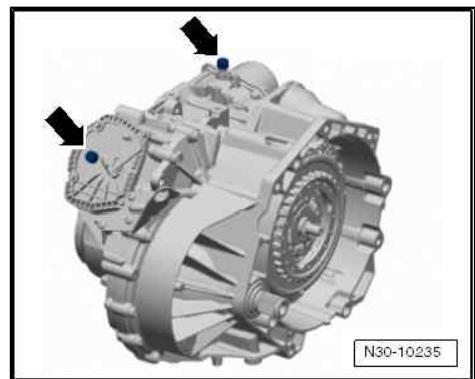
- *The ventilation hole of the mechatronics for double clutch gearbox - J743- must be closed in an oil tight manner when undertaking installation work [⇒ page 183](#).*

The hydraulic oil level cannot be checked.

The correct oil level can only be reached by changing the hydraulic oil [⇒ "6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743 draining and filling", page 189](#).

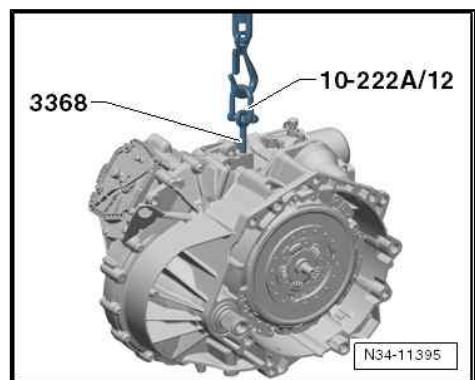
Close the gearbox and mechatronic oil-tight

- Remove both ventilation caps of the gearbox -arrows-.
- The vent cap on the mechatronics is destroyed during removal and must be replaced ⇒ Electronic Catalogue of Original Parts .
- Close the ventilation opening for gearbox and mechatronics -arrows- using clean plugs from the plug set for engine - VAS 6122- or alternatively, seal with a cap - 0AM 325 120 A- .
- After installing the gearbox, remove the plugs and install new ventilation caps.



Transporting the gearbox

- Close the gearbox in an oil tight manner [⇒ page 183](#) .
- Screw the ring bolt - 3368- into the threaded bore of the gearbox up to the stop and secure with nut M10.
- Insert hook of the workshop crane into the shackle - 10-222 A/12 .



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5 Attachment at engine and gearbox mount

Secure on assembly support - MP9-101- [⇒ page 184](#).

Special tools and workshop equipment required

- ◆ Assembly stand - MP9-101-
- ◆ Gearbox mount - T30108-
- ◆ Ring bolt - 3368- (2 pieces)
- ◆ Shackle - 10-222 A/12-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Lifting device - MP9-201 (2024 A)-

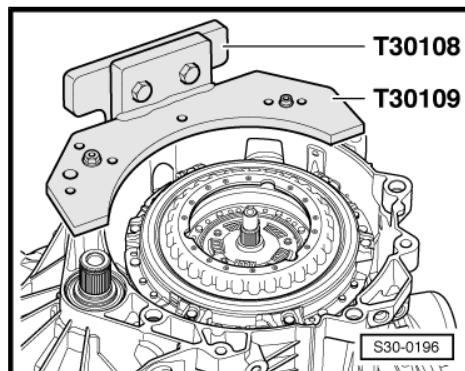
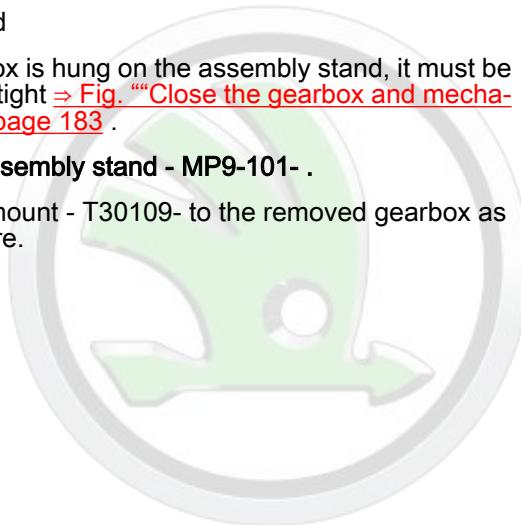
Fix on the engine / gearbox mount - VAS 6095- or -VW 313- [⇒ page 185](#)

Special tools and workshop equipment required

- ◆ Engine and gearbox support - VAS 6095- or -VW 313-
- ◆ Gearbox mount - VW 309A-
- ◆ Ring bolt - 3368- (2 pieces)
- ◆ Shackle - 10-222 A/12-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Lifting device - MP9-201 (2024 A)-
- Gearbox removed
- Before the gearbox is hung on the assembly stand, it must be sealed so it is oil-tight [⇒ Fig. “Close the gearbox and mechatronic oil-tight” , page 183](#).

Attach gearbox to assembly stand - MP9-101- .

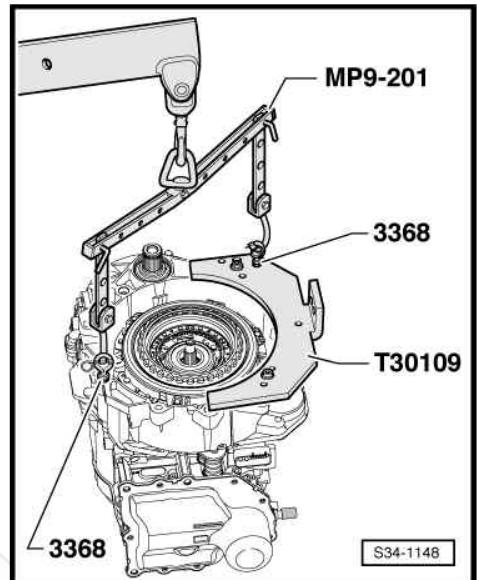
- Fix the gearbox mount - T30109- to the removed gearbox as shown in the figure.



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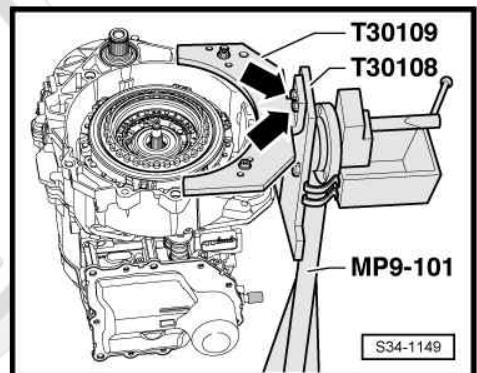
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- Raise the gear box with the lifting device - MP9-201- and attach onto the assembly stand - MP9-101- .

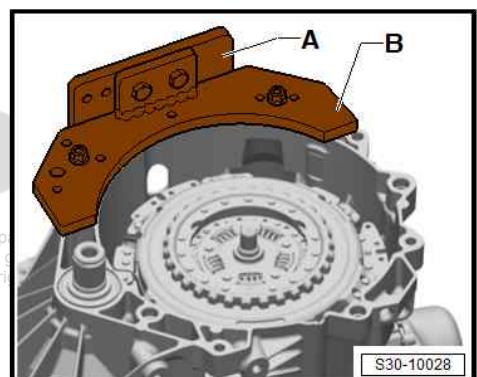


- Screw the gearbox mount - T30109 -arrows- onto the gearbox mount - T30108- that is in the assembly stand - MP9-101- with screws.

Fix the gearbox onto engine / gearbox mount - VAS 6095- or -VW 313- .



- Fix the gearbox mount - VW 309A- onto the removed gearbox -B-. Finally, the gearbox mount - T30109- -A- is fixed with screws.



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Gearbox 0AM-DSG - Edition 08.2018

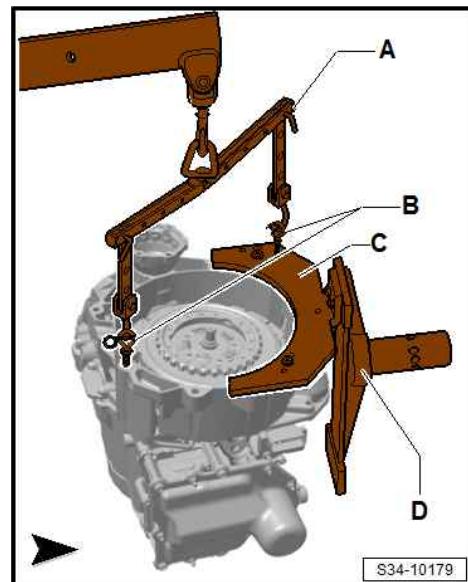
- Lift the gearbox with the lifting device - MP9-201- -A- and fix onto the engine / gearbox mount - VAS 6095- or -VW 313- .

A - Lifting device for engine - MP9-201 (2024 A)-

B - Ring bolt - 3368- (2 pieces)

C - Gearbox mount - T30109 (VW 353)-

D - Gearbox mount - VW 309A-



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6 Gear oil

⇒ “6.1 Change gearbox oil”, page 187

⇒ “6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743
draining and filling”, page 189

6.1 Change gearbox oil

Special tools and workshop equipment required

- ◆ Adapter -VAS 6262A-
- ◆ Adapter -VAS 6262/4-
- ◆ Adapter -VAS 6262/6-
- ◆ Catch pan

The gear oil is permanently filled for the 7-speed double clutch gearbox 0AM (oils are designed to be filled for life).

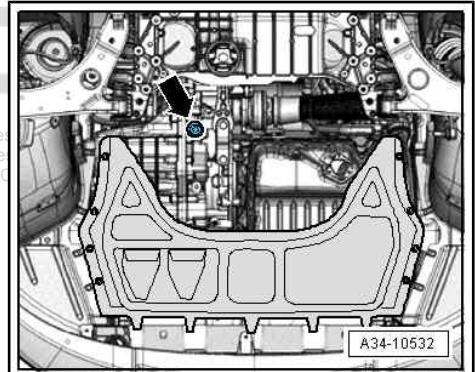
For this reason the oil level is not checked and the inspection plug is not present on this gearbox.

- Observe the general repair instructions ⇒ “3 Repair instructions”, page 4 .
- In case of leaks on the gearbox, the cause must be determined and the fault rectified.
- The correct gear oil level can only be achieved by draining the old oil and then filling the gear with new oil in the specified amount ⇒ “4.1 Filling capacity”, page 10 .

Draining out gear oil

- Place the catch pan under the gearbox.
- Remove the oil drain plug -arrow- on the gearbox and let the gear oil drain off.

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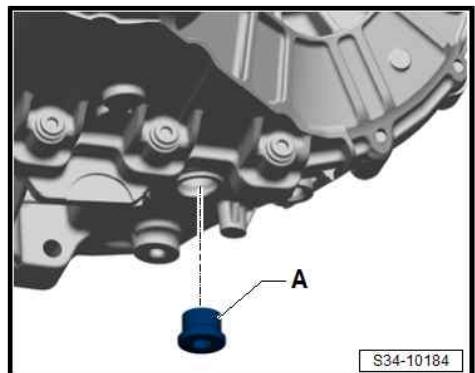
- Reinstall oil drain plug.

Pour in gear oil

- The prescribed filling quantity must be observed exactly - the gearbox has only been filled correctly if this has been done.
- An over-filling as well as an under-filling impairs the proper working of the gearbox.

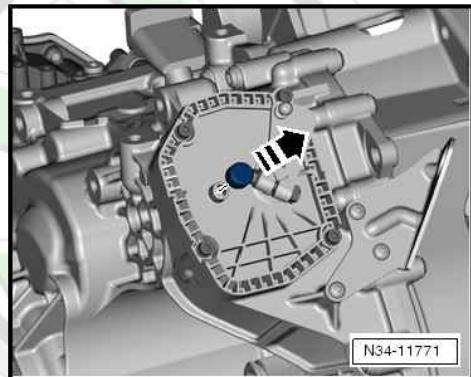
If the gearbox is installed, the air filter or the battery with the battery tray must be removed when filling up the oil, depending on the model and engine.

- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

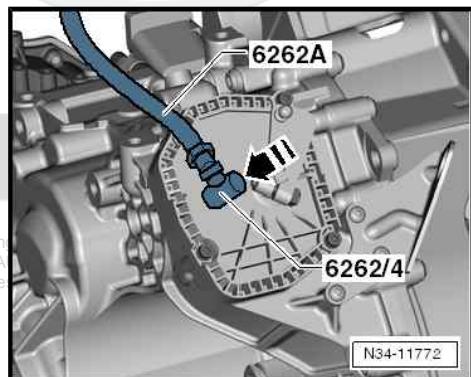




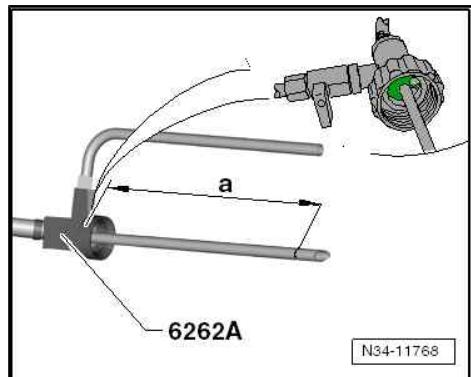
- Detach the cap from the air release hole.



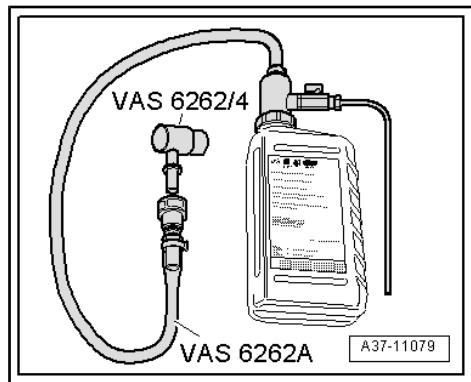
- Fit on adapter -VAS 6262A- and adapter -VAS 6262/4- .



- Before screwing the adapter - VAS 6262A- onto the oil dispenser, measure the length of the vent pipe, dimension -a-, and if necessary, shorten the pipe length to match dimension -a-: 210 mm.
- The dimension -a- is measured on the shaft (starting with the green area in the detail) of the adapter for oil filling - VAS 6262A- .
- Shake oil bottle well before opening to mix any sediments at the bottom of the bottle with the oil.
- For filling, only use gear oil for the “7-speed dual clutch gearbox DSG - 0AM” ⇒ Electronic Catalogue of Original Parts.



- Screw the oil bottle onto the adapter - VAS 6262 A- .



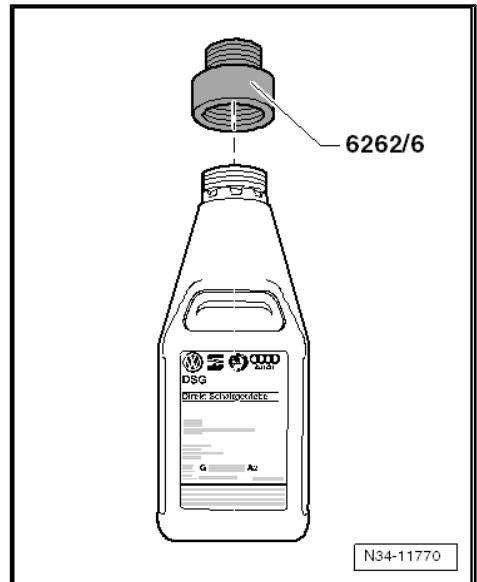
- If the oil dispenser thread does not match the adapter - VAS 6262 A- thread, the adapter must also -VAS 6262/6- be used.
- Filling with the pre-determined gear oil quantity [⇒ “4.1 Filling capacity”, page 10](#).
- Remove the adapter from the gearbox after filling up.
- Wipe the area around the air release hole clean using a cloth.
- Fit on the ventilation cap.
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .

Tightening torques - summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.



N34-11770

- ◆ Oil drain plug for gearbox oil [⇒ “1.1 Summary of components - mechatronics for double clutch gearbox J743”, page 73](#)

6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox - J743- draining and filling

Special tools and workshop equipment required

- ◆ Catch pan
- ◆ Screw plug set for engine - VAS 6122-
- ◆ -Commercially available funnel-



Caution

There is a risk of damage to the mechatronics for double clutch gearbox - J743- .

- *Only the hydraulic oil available as a spare part may be used for the Mechatronics for dual-clutch gearbox - J743- ⇒ Electronic Catalogue of Original Parts .*

Other hydraulic oils lead to malfunctions and/or gearbox failure.

The hydraulic oil level cannot be checked.

If hydraulic oil is lost from mechatronics, the correct oil level can only be set by changing the oil [⇒ “6.2 Hydraulic oil for Mechatronics for dual-clutch gearbox J743 draining and filling”, page 189](#) .

- *During assembly work, the mechatronics must be sealed oil-tight [⇒ page 183](#) .*

An insufficient amount of hydraulic oil and overfilling affect the function of the mechatronics, this can lead to malfunctions.

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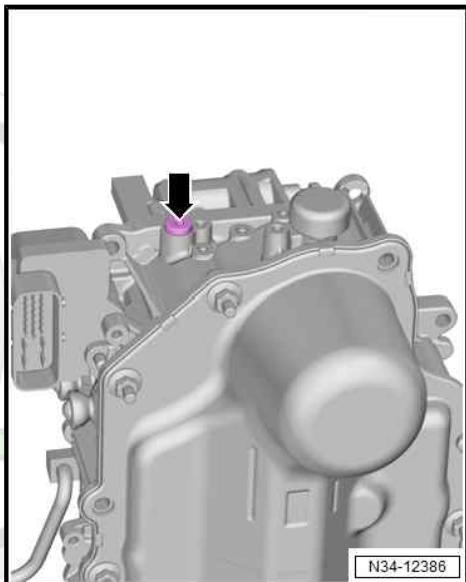
Precondition

- The mechatronics is removed [⇒ “1.2 Removing mechatronics for double clutch gearbox J743”, page 75](#) .



Drain hydraulic oil

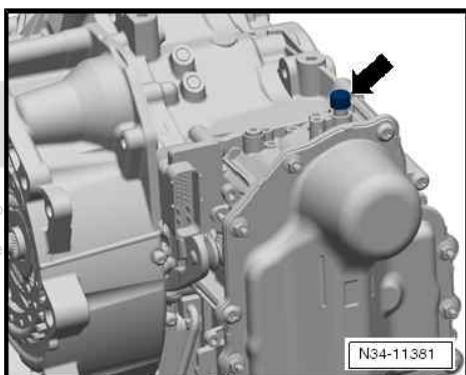
- Remove oil filling screw -arrow-.
- Replace filler screw after disassembly.



- Remove vent cap -arrow-if this has not already been carried out.
- The vent cap on the mechatronics is destroyed during removal and must be replaced ⇒ Electronic Catalogue of Original Parts .
- When turning the mechatronics, the oil drains out of both the oil hole and the vent hole. For this reason, the mechatronics should be placed in such a way that both holes are resting above the drip tray .
- Turn mechatronics and let the hydraulic oil fully drain.

Top up with hydraulic oil

- Only fill new hydraulic oil after completing all repairs to mechatronics.
- After fully draining the hydraulic oil, turn the mechatronics back to the initial position.
- The filling opening points upwards.
- Plug in a -commercially available funnel- into the filling device.
- Thoroughly shake bottle with hydraulic oil before filling.
- Fill in the specified amount of hydraulic oil [⇒ page 11](#) .
- Install new oil filler plug.



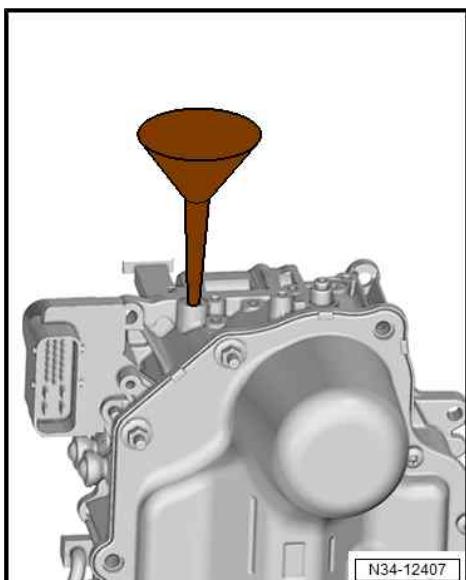
Caution

There is a risk of damage to the mechatronics for double clutch gearbox - J743- .

In the event of oil loss from mechatronics, the correct oil level can only be adjusted by changing the oil.

The oil level cannot be checked.

An insufficient amount of hydraulic oil and overfilling affect the function of the mechatronics, this can lead to malfunctions.



- Carry out oil-tight sealing of the mechatronics [⇒ page 183](#) .

This avoids unwanted loss of oil when installing the mechatronics.

- Install mechatronics [⇒ “1.4 Installing mechatronics for double clutch gearbox J743”, page 83](#).

Tightening torques - summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Oil drain and oil filling plug for mechatronics [⇒ “1.1 Summary of components - mechatronics for double clutch gearbox J743”, page 73](#)



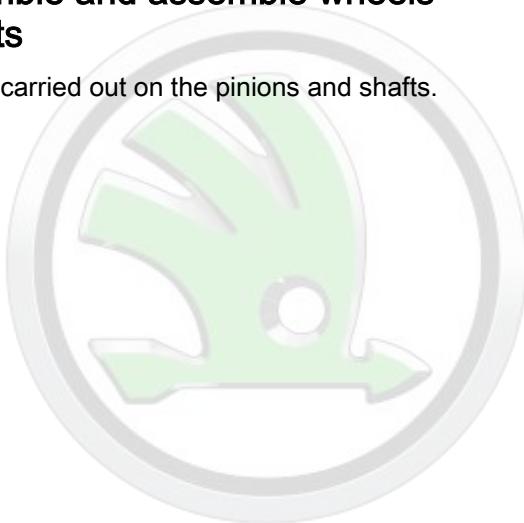
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35 – Gears, shafts

1 Disassemble and assemble wheels and shafts

At present no repairs are carried out on the pinions and shafts.



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2 Parking position

⇒ "2.1 Removing and installing cover for parking lock", page 193

⇒ "2.2 Removing and installing parking lock", page 194

2.1 Removing and installing cover for parking lock

Special tools and workshop equipment required

- ◆ Unlocking tool -T10236-

Removing

- The gearbox is installed.
- Selector lever in »P«.
- Remove the air filter according to the engine variant if access to the parking brake cover is impeded.
- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Remove battery and battery tray ⇒ Electrical system; Rep. gr. 27 ; Battery; Removing and installing battery tray .
- With the unlocking tool -T10236- , detach the selector lever cable -2- from the gear shift lever.
- Do not remove the circlip -1-.

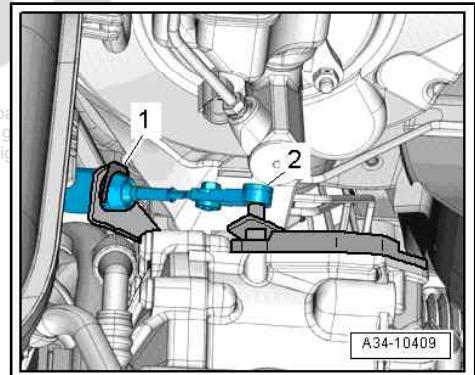


Caution

Risk of damage to the selector lever control cable.

- *Do not bend or buckle selector lever control cable.*

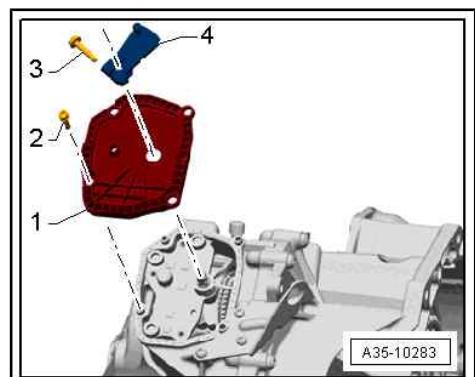
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- Screw out screw -3- and remove gearbox shift lever -4-.
- Remove screws -2- and take out retainer -1-.

Installing

- If there are leaks on the gearshift shaft sealing ring or on the parking lock cover, the parking lock cover must be replaced ⇒ Electronic Catalogue of Original Parts .
- Clean the sealing surface and the cover for the parking lock -1-.
- Place the cover for the parking lock -1- in position and screw in screws -2-.
- Fit gearshift lever -4- and screw in and tighten the new screw -3-.



Further installation occurs in reverse order.

- Setting selector lever control cable ⇒ "2.3 Inspecting and adjusting the selector lever control cable", page 108 .

Tightening torques - summaries of components

Component	Tightening torque
Cover for parking lock to gearbox	8 Nm



Component	Tightening torque
Screw for gearshift lever	15 Nm

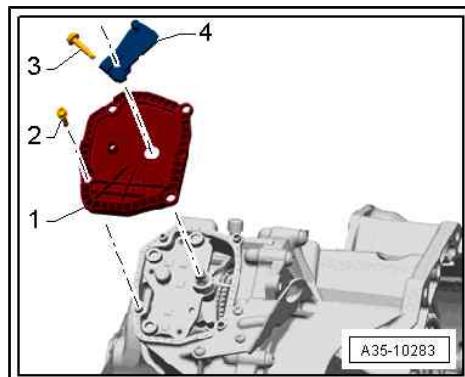
2.2 Removing and installing parking lock

Special tools and workshop equipment required

- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Extractor tool - MP3-419/37 (VW 771/37)-

Removing

- The gearbox is installed.
- Remove cover for parking lock -1- [⇒ “2.1 Removing and installing cover for parking lock”, page 193](#).



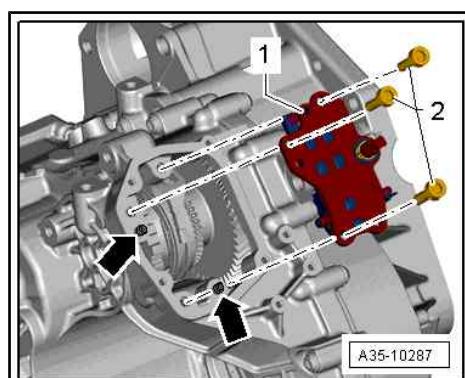
- Release the screws -2- and remove the parking lock -1- from the assembly sleeves -arrows-.

If the parking lock cannot be removed by hand:

- Position the multi-purpose tool - MP3-419- with the extractor hook - MP3-419/37- on the parking lock and remove it by pulling on both sides.

Installing

- Place the parking lock -1- onto the assembly sleeves -arrows-.
- Insert new screws -2- and tighten to the specified tightening torque.
- Install cover for parking lock -1- [⇒ “2.1 Removing and installing cover for parking lock”, page 193](#).



Tightening torques - summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

Component	Tightening torque
Parking lock to gearbox	20 Nm + 90°



39 – Final drive - differential

1 Replace gasket rings for rigid shafts and flange shafts

⇒ “[1.1 Summary of components - gasket rings and output shafts](#)”, page 195

⇒ “[1.2 Replacing sealing ring for left rigid shaft, Octavia II, Superb II, Yeti](#)”, page 196

⇒ “[1.3 Replacing gasket ring for right rigid shaft, Octavia II, Superb II, Yeti](#)”, page 199

⇒ “[1.4 Replacing the left flange shaft sealing ring](#)”, page 202

⇒ “[1.5 Replacing the right flange shaft seal ring](#)”, page 205

1.1 Summary of components - gasket rings and output shafts

1 - Sealing ring

- for the right rigid shaft
- Replace ⇒ “[1.3 Replacing gasket ring for right rigid shaft, Octavia II, Superb II, Yeti](#)”, page 199
- for right flange shaft
- Replace ⇒ “[1.5 Replacing the right flange shaft seal ring](#)”, page 205

2 - Right rigid shaft up to 11.2008

- Removing and installing ⇒ “[1.3 Replacing gasket ring for right rigid shaft, Octavia II, Superb II, Yeti](#)”, page 199
- from “11/2008” replaced by flange shaft ⇒ [page 196](#)
- Removing and installing ⇒ “[1.5 Replacing the right flange shaft seal ring](#)”, page 205

3 - O-ring

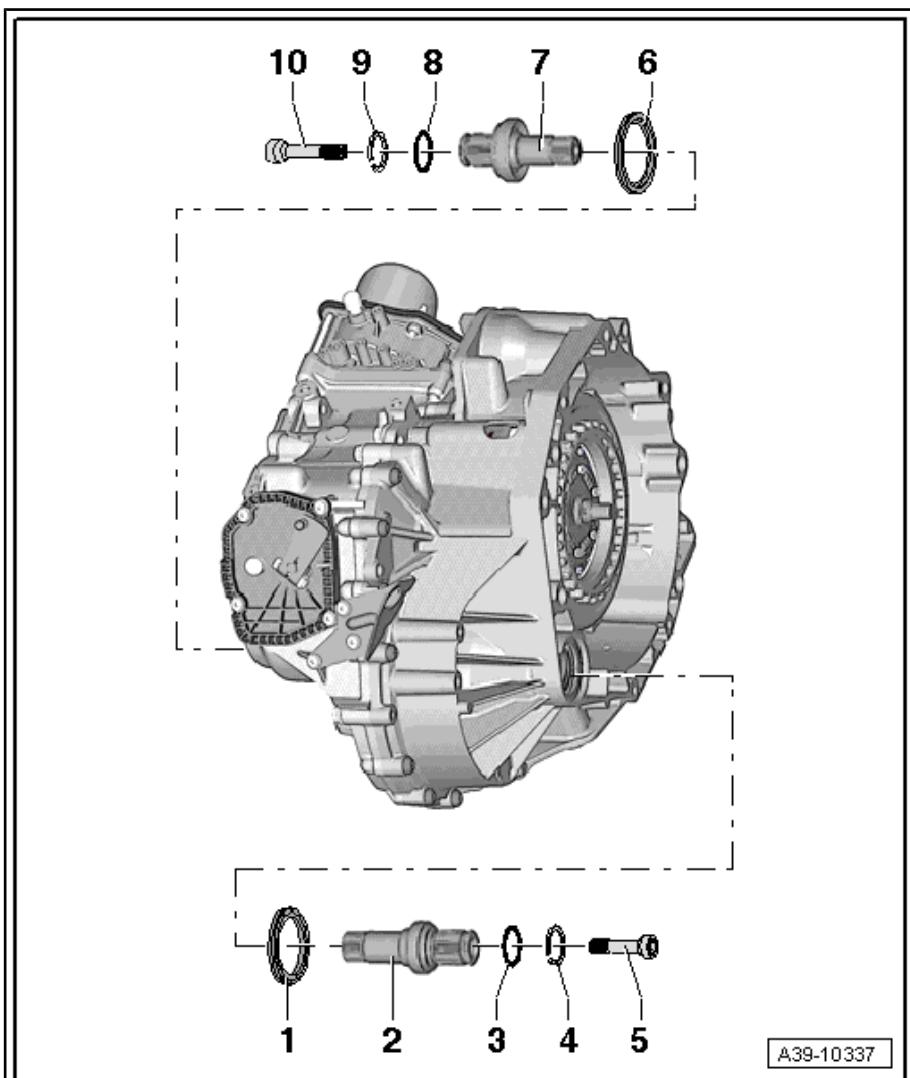
- Replace after removal
- not present if the flange shaft is installed

4 - Circlip

- insert into the round slot of the rigid shaft
- Replace after removal
- not present if the flange shaft is installed

5 - Conical screw

- Replace after removal



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- 30 Nm

6 - Sealing ring

- for the left rigid shaft
- Replace [“1.2 Replacing sealing ring for left rigid shaft, Octavia II, Superb II, Yeti”, page 196](#)
- for left flange shaft
- Replace [“1.4 Replacing the left flange shaft sealing ring”, page 202](#)

7 - Left rigid shaft up to 11.2008

- Removing and installing [“1.2 Replacing sealing ring for left rigid shaft, Octavia II, Superb II, Yeti”, page 196](#)
- from “11/2008” replaced by flange shaft [page 196](#)
- Removing and installing [“1.4 Replacing the left flange shaft sealing ring”, page 202](#)

8 - O-ring

- Replace after removal
- not present if the flange shaft is installed

9 - Circlip

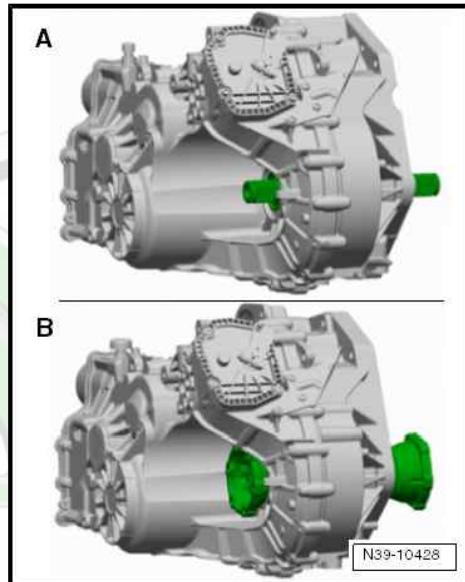
- insert into the round slot of the rigid shaft
- Replace after removal
- not present if the flange shaft is installed

10 - Conical screw

- Replace after removal
- 30 Nm

Different output shafts of gearbox 0AM

- ◆ -A- - Rigid shafts
- ◆ -B- - Flange shafts



1.2 Replacing sealing ring for left rigid shaft, Octavia II, Superb II, Yeti

Special tools and workshop equipment required

- ◆ Inertia extractor - MP9-501 (VW 771)-
- ◆ Extractor tool - MP3-419/37 (VW 771/37)-
- ◆ Socket insert - T10107A- or socket insert 6 mm, commercially available
- ◆ Thrust piece - T30028 (3305)-
- ◆ Sealing grease - G 052 128 A1-

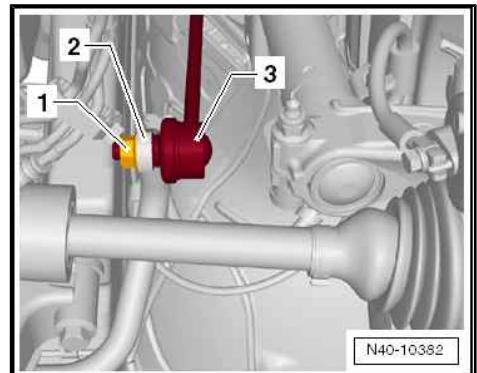
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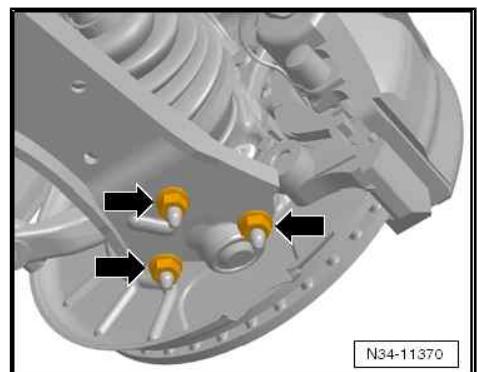
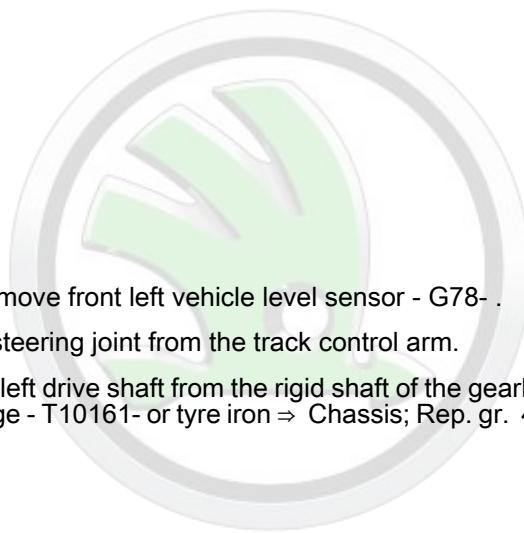
- ◆ Catch pan

Removing

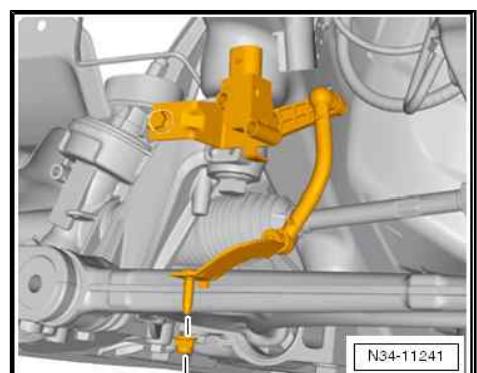
- Observe the general repair instructions [⇒ "3 Repair instructions", page 4](#).
- Do not remove both drive shafts simultaneously from the gearbox. There is no other possibility to hold the opposite wheel in order to remove or install the screws of the rigid shafts.
- Do not undo the two securing bolts in the left and right rigid shafts at the same time, and do not remove both rigid shafts from the gearbox at the same time. If the differential bevel gears twist, it will be difficult to reinstall the rigid shafts.
- Loosen the front left wheel bolts.
- Raise vehicle.
- Remove front left wheel.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Swing nut -1- and pull coupling rod -3- out of anti-roll bar -2-.



- Unscrew the nuts -arrows- from the steering joint to the left track control arm.



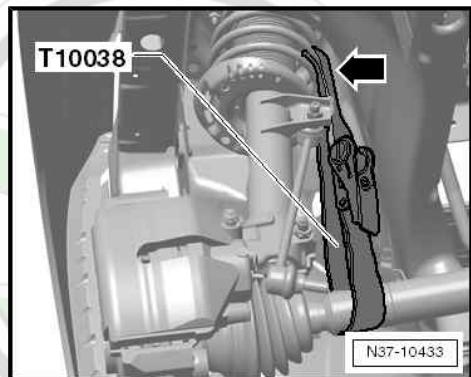
- If present, remove front left vehicle level sensor - G78-.
- Unhook the steering joint from the track control arm.
- Press off the left drive shaft from the rigid shaft of the gearbox e.g. with wedge - T10161- or tyre iron ⇒ Chassis; Rep. gr. 40.



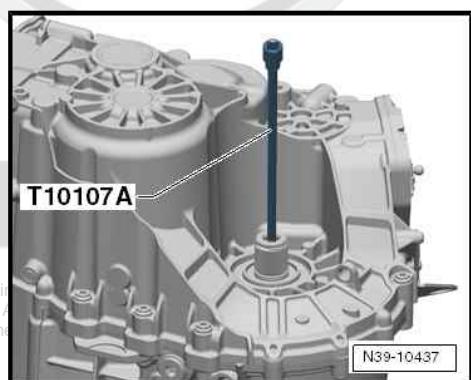
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- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Place the catch pan under the gearbox.



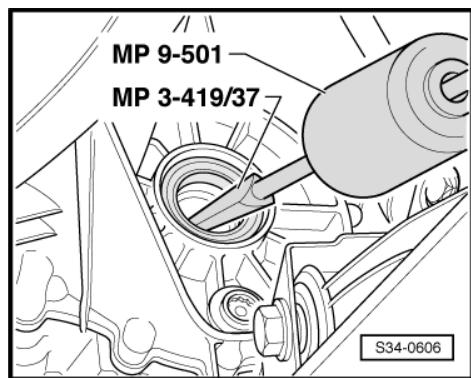
- Release the screw in the rigid shaft with the socket insert - T10107A- or a commercially available 6°mm socket insert.
- Pull out rigid shaft.



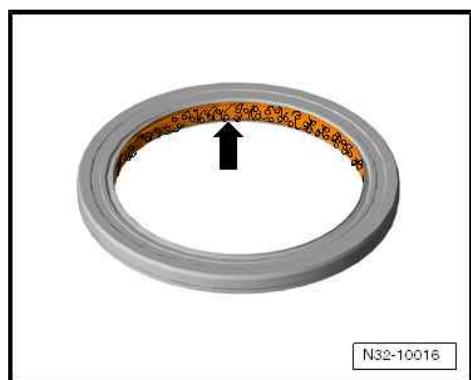
- Remove gasket ring for flange shaft with non-return valve - MP9-501 (VW 771)- and extractor tool - MP3-419/37 (VW 771/37)- .

Installing

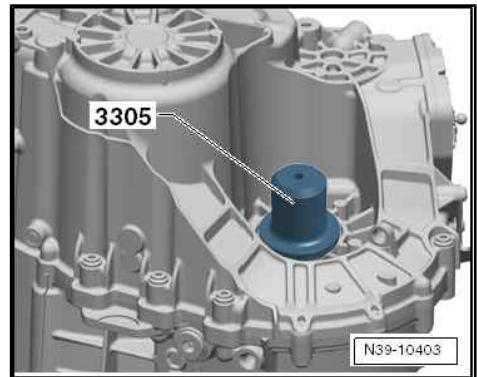
- Lightly oil new sealing ring around outer circumference.



- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128- .



- Drive in new gasket ring with thrust piece - T30028 (3305)- up to the stop.
- When driving in the gasket ring, ensure that the new gasket ring is not tilted.



- Replace the O-ring -1- at the rigid shaft.
- Replace the circlip -2- at the rigid shaft.
- Insert rigid shaft.
- Tighten the new conical screw on the rigid shaft to the specified tightening torque.
- Install left drive shaft ⇒ Chassis; Rep. gr. 40 .
- Change gearbox oil ⇒ [“6 Gear oil”, page 187](#) .



Note

The gearbox oil must be changed, only in this way the correct gear oil level can be ensured.

- Install left front wheel ⇒ Chassis; Rep. gr. 44 .

If the front left vehicle level sensor - G78- was removed, then the headlight beam setting must be checked ⇒ Electrical System; Rep. gr. 94 .

- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Tightening torques - summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

Component	Nm
Rigid shaft on gearbox (conical screw)	⇒ “1.1 Summary of components - gasket rings and output shafts”, page 195

1.3 Replacing gasket ring for right rigid shaft, Octavia II, Superb II, Yeti

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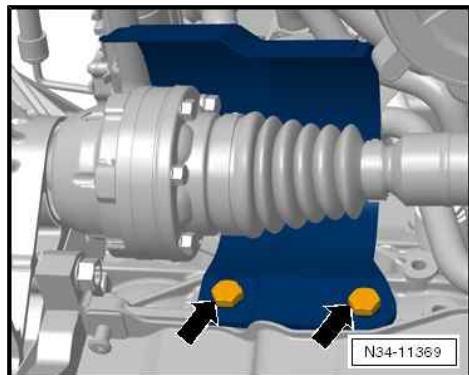
Special tools and workshop equipment required

- ◆ Socket insert - T10107A- or socket insert 6 mm, commercially available
- ◆ Thrust piece - T30028 (3305)-
- ◆ Sealing grease - G 052 128 A1-
- ◆ Catch pan



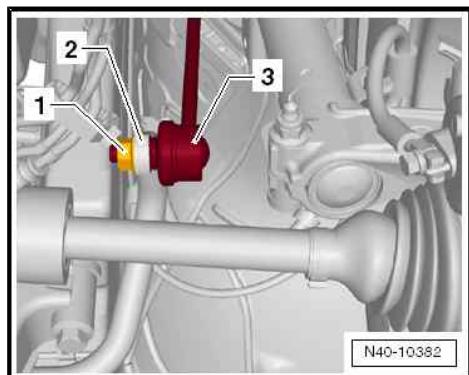
Removing

- Observe the general repair instructions [⇒ “3 Repair instructions”, page 4](#).
- Do not remove both drive shafts simultaneously from the gearbox. There is no other possibility to hold the opposite wheel in order to remove or install the screws of the rigid shafts.
- Do not undo the two securing bolts in the left and right rigid shafts at the same time, and do not remove both rigid shafts from the gearbox at the same time. If the differential bevel gears twist, it will be difficult to reinstall the rigid shafts.
- Shift selector lever into position P.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the protective cap for right drive shaft from the engine -arrows-.



N34-11369

- Swing nut -1- and pull coupling rod -3- out of anti-roll bar -2-.



N40-10382

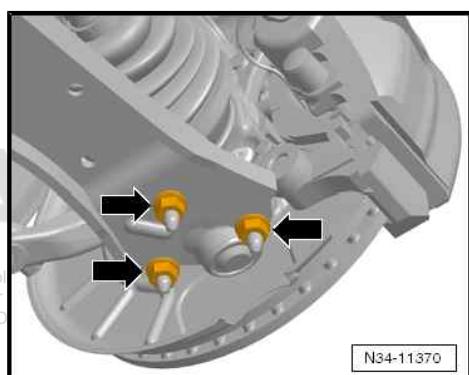
- Unscrew the nuts -arrows- from the steering joint to the right track control arm.



Caution

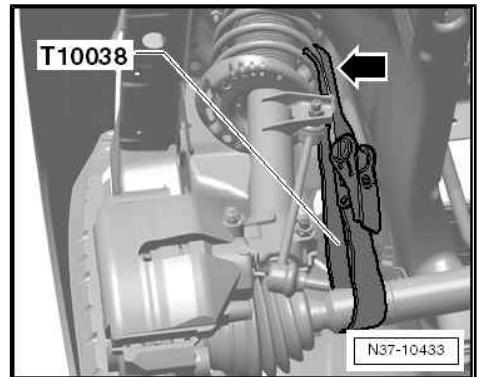
The drive shaft must not hang down, because overstretching will cause damage to the inner joint.

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– Press off the drive shaft from the rigid shaft of the gearbox e.g. using a tyre iron.



N34-11370

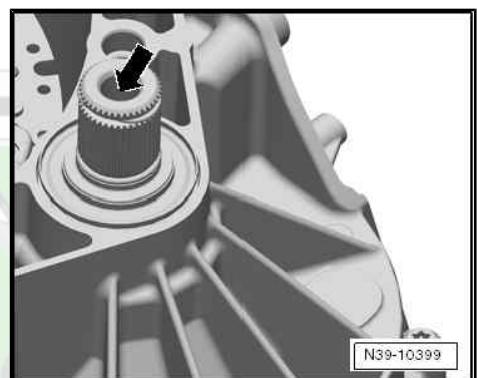
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Place the catch pan under the gearbox.



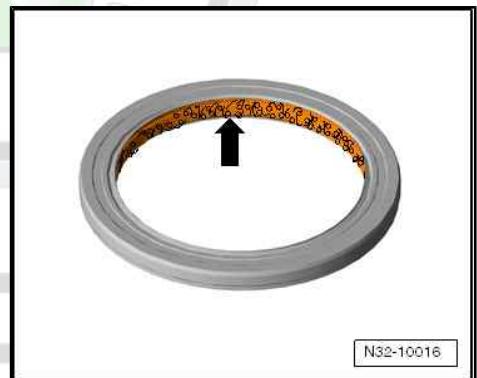
- Release the screw -arrow- in the rigid shaft with the socket insert - T10107A- or a commercially available 6°mm socket insert.
- Pull out rigid shaft.
- Remove the gasket ring of the rigid shaft e.g with extractor tool - T20143- or tyre iron.

Installing

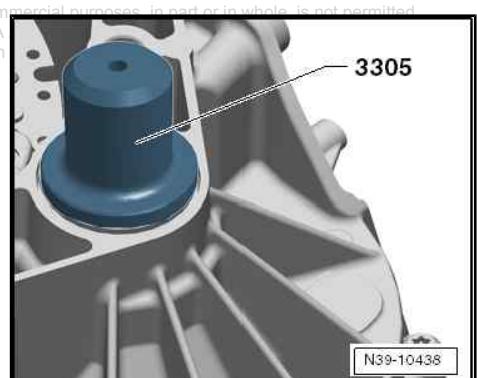
- Lightly oil new sealing ring around outer circumference.



- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128- .
- Do not press in gasket ring with pressure plate - T30028- up to the stop!
- The shaft seal reaches its inner stop in the gearbox before the thrust piece - T30028- .
- The pressure plate - T30028- can therefore not be type-punched up to the stop of the tool.

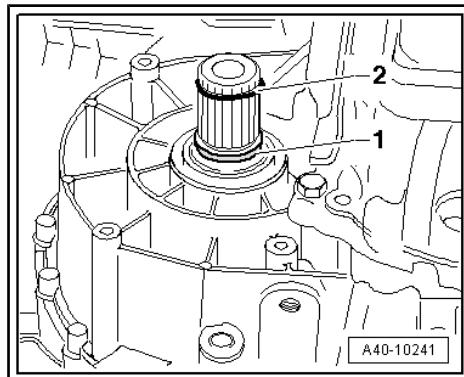


- Drive in the new gasket ring up to the gasket ring stop with a feeling, while doing so, do not tilt the gasket ring.

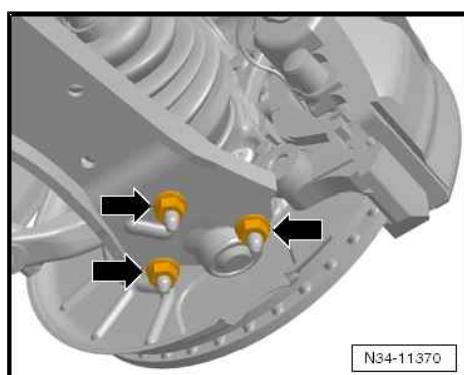




- Replace the O-ring -1- at the rigid shaft.
- Replace the circlip -2- at the rigid shaft.
- Insert rigid shaft.
- Tighten the new conical screw on the rigid shaft to the specified tightening torque.
- Press the right drive shaft onto the rigid shaft of the gearbox until the circlip locks in place ⇒ Chassis; Rep. gr. 40 .



- Screw the steering joint to the track control arm -arrows- ⇒ Chassis; Rep. gr. 40 .

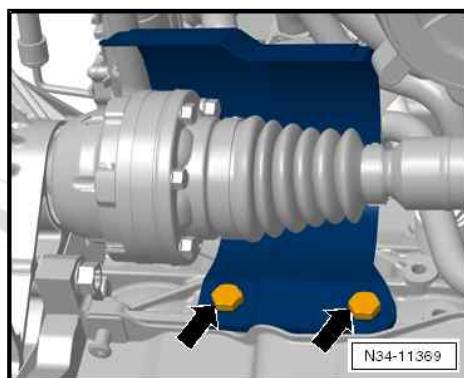


- Install protective cap for right drive shaft on the engine -arrows- ⇒ Chassis; Rep. gr. 40 .
- Change gearbox oil ⇒ [“6 Gear oil”, page 187](#) .

Note

The gearbox oil must be changed, only in this way the correct gear oil level can be ensured.

- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques - summaries of components

Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

Component	Nm
Rigid shaft on gearbox (conical screw)	⇒ “1.1 Summary of components - gasket rings and output shafts”, page 195
Protective cap for drive shaft on engine	35 Nm

1.4 Replacing the left flange shaft sealing ring

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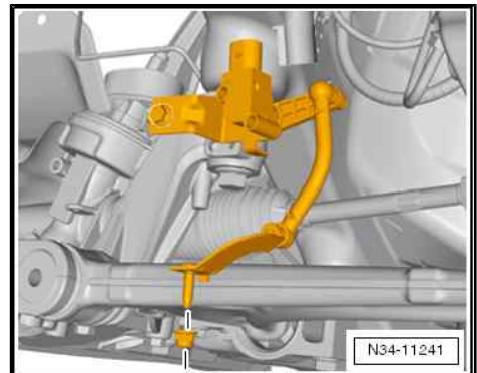
Special tools and workshop equipment required

- ◆ Inertia extractor - MP9-501 (VW 771)-

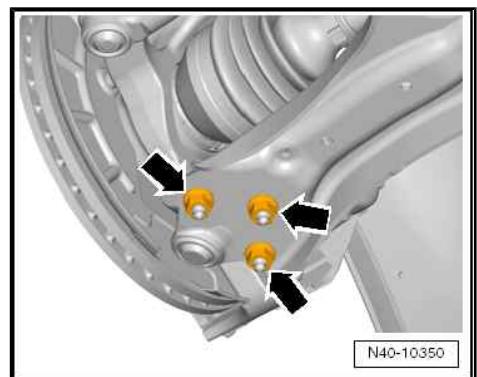
- ◆ Extractor tool - MP3-419/37 (VW 771/37)-
- ◆ Socket insert - T10107A- or socket insert 6 mm, commercially available
- ◆ Thrust piece - T30028 (3305)-
- ◆ Tensioning strap - T10038-
- ◆ Sealing grease - G 052 128 A1-
- ◆ Catch pan

Removing

- Observe the general repair instructions [“3 Repair instructions”, page 4](#).
- Do not undo the two securing bolts in the left and right flange shafts at the same time, and do not remove both flange shafts from the gearbox at the same time. If the differential bevel gears twist, it will be difficult to reinstall the flange shafts.
- Loosen the front left wheel bolts.
- Raise vehicle.
- Remove front left wheel.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- If present, remove front left vehicle level sensor - G78- .



- Unscrew nuts -arrows- for left steering joint ⇒ Chassis; Rep. gr. 40 .



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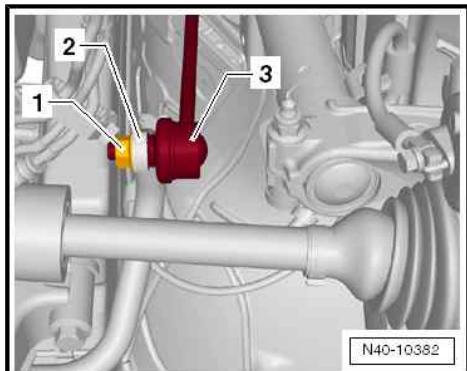


- Unscrew nut -1- from the anti-roll bar -2- and disconnect coupling rod -3-.
- Pull the anti-roll bar -2- upwards slightly.
- Remove left drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .

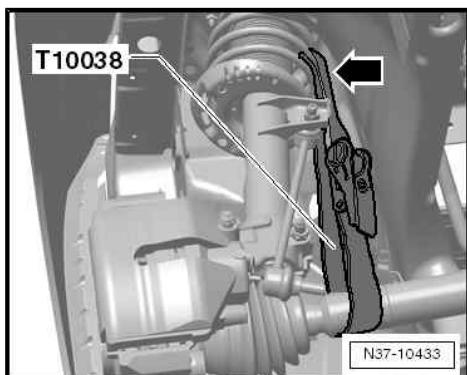


Caution

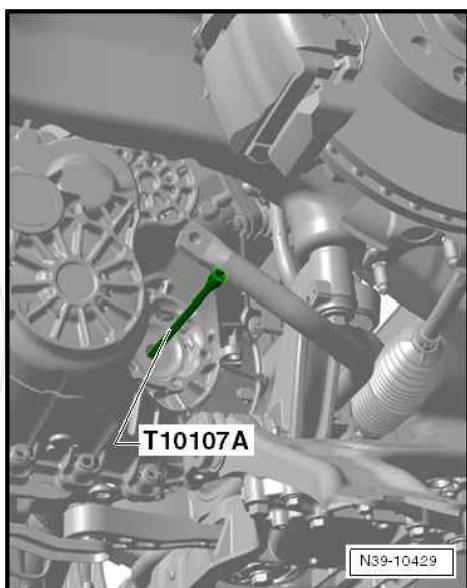
The drive shaft must not hang down, because overstretching will cause damage to the inner joint.



- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Place the catch pan under the gearbox.



- Unscrew screw for flange shaft with socket insert - T10107A- or commercially available socket insert 6 mm.
- Take out the flange shaft.

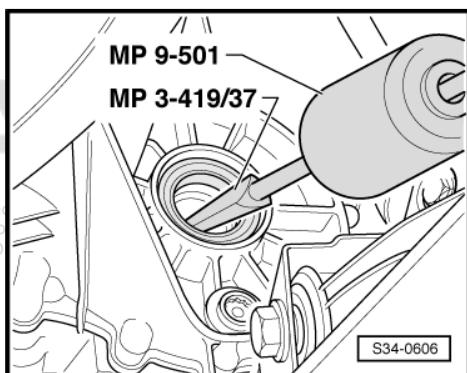


- Remove gasket ring for flange shaft with non-return valve - MP9-501 (VW 771)- and extractor tool - MP3-419/37 (VW 771/37)- .

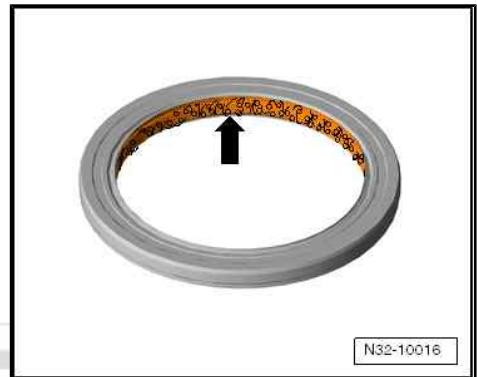
Installing

- Lightly oil new sealing ring around outer circumference.

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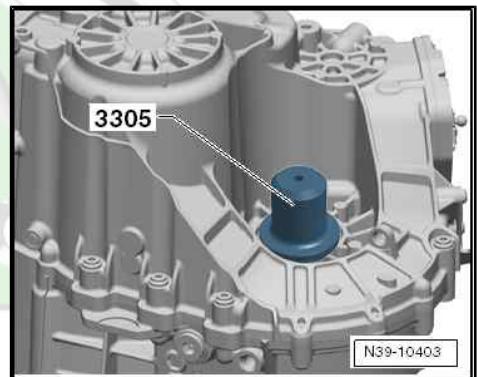
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128- .



- Drive in the new gasket ring with thrust piece - T30028 (3305)- up to the stop. do not twist the new gasket ring.
- Insert the flange shaft.
- Tighten new conical screw to the specified tightening torque.
- Attach the left drive shaft to the flange shaft ⇒ Chassis; Rep. gr. 40 .
- Change gearbox oil [⇒ “6 Gear oil”, page 187](#) .

Note

The gearbox oil must be changed, only in this way the correct gear oil level can be ensured.



- Install left front wheel ⇒ Chassis; Rep. gr. 44 .
- If the front left vehicle level sensor - G78- was removed, check headlight beam setting ⇒ Electrical System; Rep. gr. 94 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Tightening torques - summaries of components

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Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Flange shaft on gearbox (conical screw) [⇒ “1.1 Summary of components - gasket rings and output shafts”, page 195](#)

1.5 Replacing the right flange shaft seal ring

Special tools and workshop equipment required

- ◆ Socket insert - T10107A- or socket insert 6 mm, commercially available
- ◆ Extractor tool - T20143-
- ◆ Thrust piece - T30028 (3305)-
- ◆ Tensioning strap - T10038-
- ◆ Sealing grease - G 052 128 A1-
- ◆ Catch pan

Removing

- Observe the general repair instructions [⇒ “3 Repair instructions”, page 4](#) .

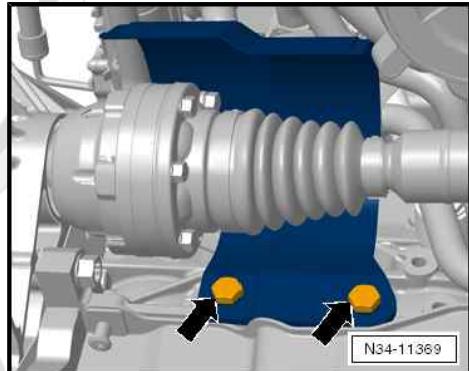


- Do not undo the two securing bolts in the left and right flange shafts at the same time, and do not remove both flange shafts from the gearbox at the same time. If the differential bevel gears twist, it will be difficult to reinstall the flange shafts.
- Shift selector lever into position P.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the protective cap for right drive shaft from the engine -arrows-.
- Remove right drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .



Caution

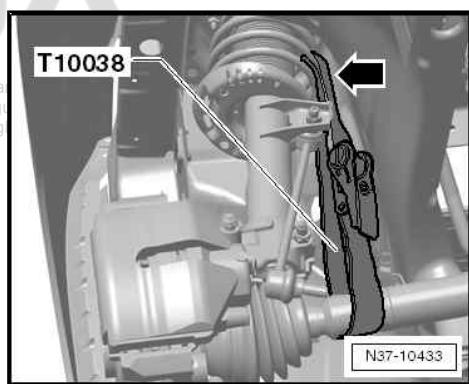
The drive shaft must not hang down, because overstretching will cause damage to the inner joint.



N34-11369

- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Place the catch pan under the gearbox.

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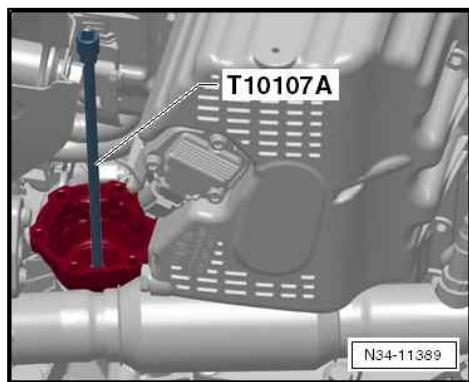


N37-10433

- Unscrew screw for flange shaft with socket insert - T10107A- or commercially available socket insert 6 mm.
- Take out the flange shaft.
- Remove the gasket ring of the flange shaft e.g. with extractor tool - T20143- or assembly lever.

Installing

- Lightly oil new sealing ring around outer circumference.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128- .



N34-11389



Caution

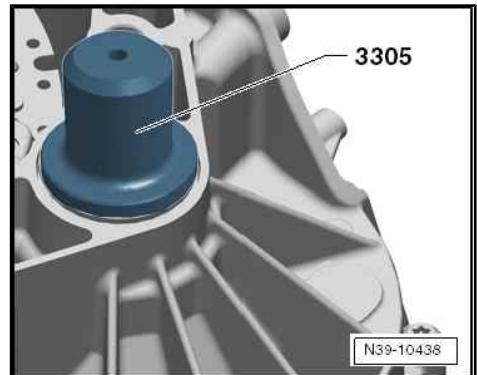
When driving in the gasket ring with the thrust piece - T30028 (3305)-, ensure that the gasket ring for the flange shaft reaches its stop in the gearbox before the thrust piece - T30028 (3305)- reaches its stop.

Therefore, the thrust piece - T30028 (3305)- must never be driven fully into the gearbox housing!



N32-10016

- Carefully drive the new gasket ring into the gearbox up to the stop, during this procedure do not twist the gasket ring.
- Insert the flange shaft.
- Tighten new conical screw to the specified tightening torque.
- Fit the right drive shaft to the flange shaft ⇒ Chassis; Rep. gr. 40 .



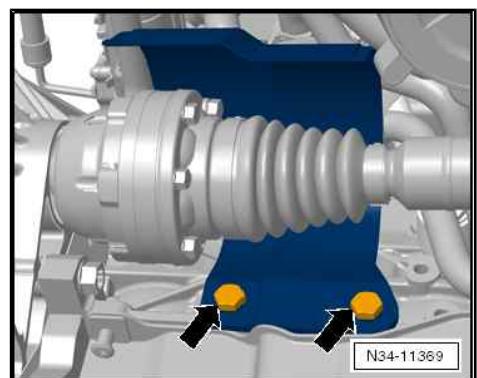
- Install protective cap for right drive shaft on the engine -arrows- ⇒ Chassis; Rep. gr. 40 .
- Change gearbox oil ⇒ ["6 Gear oil", page 187](#) .

 **Note**

The gearbox oil must be changed, only in this way the correct gear oil level can be ensured.

- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Tightening torques - summaries of components



 **Note**

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Flange shaft on gearbox (conical screw) ⇒ ["1.1 Summary of components - gasket rings and output shafts", page 195](#)

Component	Nm
Protective cap for drive shaft on engine	35

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